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The Pittsburgh Commercial.

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VOL. X. PITTSBURGH, WEDNESDAY MORNING, JULY 9, 1873. NO. 256.

FIRST EDITION.

THE STEAMSHIP DISASTER.

Particulars of the Stranding of the City of Washington.

The Vessel Enveloped in a Dense Fog—A Marvellous Escape—Great Deviation of the Ship from the Right Course—No Observations Taken After Leaving Queenstown.

HALIFAX, July 8.—The tugboat Daisy, of Liverpool, N. S., arrived here this morning with Henry Maid, purser of the Inman steamship City of Washington, from whom the following particulars of the shipwreck are gleaned:

The City of Washington sailed from Liverpool on the 24th of June, and from the time of leaving that port until the vessel struck on the rocks on the east side of Port Le Bear, on the western coast, neither the sun nor stars had been seen, so that it was impossible to obtain observations during the entire passage in order to ascertain the position of the ship.

When the steamer struck, about two o'clock on Saturday, the fog was so thick and so dense that no objects could be seen three yards ahead, and everybody on board supposed the vessel was proceeding on her way to New York, and the only intimation to the contrary was the low grating sound as the vessel was drawn over the rough bottom of the shoals, where she now lies.

The steamer was going at the rate of about nine knots when she struck. There was no excitement on board at the time. Everybody was perfectly calm, and Captain Phillips, the officers and crew, immediately set about lowering the boats and getting the passengers ashore, of whom there were twenty-eight cabin and four hundred and eighty-one steerage.

In the meantime guns were fired from the stranded ship, and in answer to them men came alongside in small boats, from which the first intimation was obtained as to the locality where the vessel had been driven.

Fortunately the sea was calm, and the distance from the main land being only about a quarter of a mile, all the boats were speedily launched and manned, and three hours from the time of the steamer every soul on board was landed at Port Le Bear, where the inhabitants hastened to give the utmost assistance in procuring temporary accommodations for the passengers. All of the passengers' baggage, effects, ship stores, &c., were also saved and landed. The ship is lying on an even keel as if sailing at anchor. There is about fifteen feet of water all around the ship's side.

The engine room of the vessel is full of water, which ebbs and flows through it, and it is supposed that the hole was stove in the bottom beneath the engine room. The after hold is pretty clear of water, but below that the ship is full.

The fog did not lift till yesterday morning, when for the first time it was seen that the vessel narrowly escaped total and immediate destruction, with probably a loss of every soul on board. The nearness to the port town of the ship and Little Gull Rock was only about two hundred yards.

How she escaped in the dense fog is marvelous, and all on board, passengers and crew, are deeply thankful. In direction the ship was steering along the dangerous western coast of this Province.

Her escape from destruction on the reefs and sunken rocks, so plentifully sprinkled along the coast, is simply providential. There is no money offered to account for the ship's deviation, though it is a fact that no observations had been taken from the time of leaving Liverpool up to the moment of the disaster.

The place where the steamer is stranded is inside of Little Gull Rock, or what is properly known as Gull Rock bar. This is distant from the airport, nearest port, twenty miles, and from Halifax about eighty miles, in latitude 43 deg. 39 min. N.; longitude 64 deg. 38 min. W.

The cabin passengers have been comfortably accommodated in houses at Port Le Bear, while for the steerage passengers and crew tents and awnings made from the ship's sails have been erected on the shore, where they have been landed and are attended to.

A feeling of intense relief pervades this community that no lives have been lost, and that a second "Atlantic" disaster has not occurred.

The City of Washington was built at Glasgow in 1868, and considered a staunch vessel, being of iron, with steel iron fastenings. She was 345 feet over all, two feet long, forty broad, twenty-six deep and two hundred and two-thirds tons burthen, with two decks; was furnished with seven bulkheads, and had a maximum capacity of 2,855 tons burden. During the Crimean war she was employed on important trips in the service of the English; has been in the service of the company for a considerable time, but was used latterly as an extra vessel. If insured at all, the risks are probably held by underwriters in England.

HALIFAX, July 8.—Very little further has been received from the wreck of the City of Washington. The passengers are supplied with cooked provisions from the ship. It is expected she will be got off if the weather continues favorable. There is great anxiety among the passengers for the arrival of the M. A. Starr, which was expected this morning for the wreck. The officers of the ship report that no observations had been taken for several days. When the ship first struck there were only a few feet of water over the bar, the tide being low, but as the water came in through the hole knocked in the ship's bottom, and there is now over ten feet in the hold.

It will be impossible to ascertain the extent of the steamer's injuries until the cargo is taken out, but it is believed the hole will be plugged, the vessel floated and repaired. She has a full general cargo, part of which is very valuable, and the company will receive the name from the rough nature of that part of the coast. Several ships have been wrecked at different times within a few miles of the spot on either side of where the City of Washington lies. The most notable of these was the steamer Ennilous, when several lives were lost, the steamer Pactolus, from this city, bound for St. John, N. B., and the Philadelphia ship Hezekiah Williams. There are two lighthouses on these islands, about a distant apart, one on the south east and the other to the west of Le Bear bar; but these are of course no protection in the present plight, or to foggy weather, and foghorns, bells or steam whistles have not been placed there to warn approaching vessels of their danger. It is the intention, however, to say that although the shore was so near that one might almost have thrown a biscuit on it still the fog was so dense that the land could not be seen. Capt. Sheridan, submarine diver of this city, has charge of the recovery of goods from the ship.

FROM MEXICO.

Revolution in Yucatan Extending—Congressional Elections—Mackenzie's Raid After the Kickapoos Causes No Excitement.

CITY OF MEXICO, July 1, *via* HAVANA, July 7.—The revolution in Yucatan is extending, and the country has been declared in a state of siege. The elections for members of the next Congress will be held on the 6th inst. The indications are that the majority of the next Congress will be composed of members opposed to the administration. No excitement was created over the raid of Col. Mackenzie into Mexico after the Kickapoo Indians. The Mexican press are urging the government to confer the rank of citizenship on the Indians, thereby compelling them to renounce their national ty. The telegraph line between Minatlan and Vera Cruz has been completed. The Indians in Chihuahua are on the war path and have killed several citizens.

CRIMES.

Domestic Tragedy in Boston—Wife Murdered and Husband Commits Suicide.

BOSTON, July 8.—This afternoon Michael Desmond shot his wife dead and then himself. The parties had been living in Tuft's street, but Saturday Desmond drove his wife and her two children by a former husband into the street. The deputation also urged the Sheriff to keep Walworth in the Tombs as long as he could, but the Sheriff expressed his determination to send him to Sing Sing to-morrow.

ERIE RAILWAY STATEMENT—DIRECTORS ELECTED.

The annual statement of the Erie Railway Company shows the funded debt to be $40,840,100; floating debt, 33,838,2d; Orleans 9a9½; sales 3,000 bales; speculation and export 2,000 bales; American 6,000 bales. Breadstuffs quiet; California wheat $1 50a1 60; red winter 1a1 10; spring 1 02½a1 05; red winter 1a1 10. Spirits of petroleum 9½d; refined 14½d. Yarns and fabrics at Manchester quiet and unchanged.

ANTWERP, July 8.—Refined petroleum 38¾ francs.

The Kentucky Library Lottery Drawing—The Lucky Numbers.

LOUISVILLE, July 8.—A large audience assembled in the Public Library Hall to-night for the purpose to witness the drawing connected with the Gift Concert. The process of drawing was explained by Col. R. T. Durrett, President of the Board of Trustees. All the tickets have been sold, and the drawing was the full scheme of distributing half a million dollars in cash gifts to ticket-holders. There are a great many people in the city from different parts of the country. The drawing has been the principal topic for some time past, and as the day approached the interest grew more intense, until it absorbed almost every other subject. Yesterday and last night the offices of the several agents who had tickets for sale were crowded with purchasers, the supply at headquarters being exhausted. At the opening of the hall at six o'clock this morning, a crowd was already waiting at the door, which grew into a perfect jam at half past one o'clock. A number of leading citizens and the officials of the city sat on the stage and the drawing progresses. The greatest interest is manifested, and the announcement of the larger prizes are greeted with applause.

Number 41,740 drew a prize of one thousand dollars; 7,718, three hundred; 47,602, one hundred; 42,015, one hundred; 27,610, one hundred; 26,329, one hundred; 47,696, one hundred; 29,943, one hundred; 37,464, one thousand; 74,678, one hundred; 22,660, three hundred; 20,172, one hundred; 3,855, three hundred; 69,954 fifty dollars; 16,677, one hundred; 42,255, one hundred; 426, three hundred; 584, one hundred; 6,324, three hundred; 8,369, two hundred; 44,496, two hundred; 20,604, five hundred; 2,732, two hundred; 60,480, one hundred; 19,59, one hundred; 29,064, two hundred; 69,444, one hundred; 39,195, one hundred; 22,375, four hundred; 17,666, five hundred; 9,305, six hundred; 67,009, one thousand; 86 787, one thousand; 98,743, ten thousand; 57,949, one thousand; 51,620, one thousand; 92,901, one thousand; 64,170, one thousand; 16,383, one thousand; 97,990, one thousand; 19,950, five thousand; 50,611, 19,910, 94,046 and 23,771, one thousand each; 2,893, one hundred thousand; 6,626, fifty thousand dollars. The drawing of these prizes was immense, 2:30 P. M.—92,716 drew one thousand dollars; 16,422 drew one thousand; 43,450 drew one thousand. The capital prize was not drawn till 3:30 P. M., and created immense sensation. The entire audience rising to their feet and applauding. The same scene occurred, slightly modified, with the other prizes.

Col. R. T. Durrel, President of the Public Library, said in a speech to the audience, that with the funds derived from the present concert the paraphernalia of the magnificent building they now occupy will be completed, and it will be thrown open to the people about $30,000 per annum, will be devoted to the purpose of a free public library, museum, and kindred departments forever. He said that from the present concert was over they will issue the programme for another, which will be the grandest of the kind the world ever knew. It will startle nations by its magnificence. There will be an arrangement by which ticket holder will be bound to draw a gift. They will give no less than 72,000 gifts, amounting in the aggregate to a million and a half in money. The reporter gave the following numbers as those to whom these collections to many times their present numbers, to open an academy of design, and establish a reading room filled with the leading papers and periodicals of the world, and make this the finest in the United States, where each season a course of lectures by the most eminent scholars of the age may be delivered at an hour suited to the people.

C. A. Krapp, of the firm of Jas. A. Clark & Co., liquor dealers, of this city, held No. 64,170, which drew $25,000.

NEW YORK.

NEW YORK, July 8, 1873.

YOUNG WALWORTH IN MURDERERS' ROW.

By the direction of the Sheriff, Walworth was removed from the quarters in the Tombs hitherto occupied by him to a cell in "Murderers' Row." It is said that when Walworth's friends learned of this action they were very much annoyed. Yesterday a deputation, including Assistant Alderman Bell and Thurlow Weed, waited upon Sheriff Brennan to ascertain if it was not possible to place Walworth in some other cell not in the neighborhood of convicted felons. The Sheriff informed the deputation that he had only a few hours before visited Walworth, and had told him that all would be much better than I calculated. I don't care to be moved from here." The deputation also urged the Sheriff to keep Walworth in the Tombs as long as he could, but the Sheriff expressed his determination to send him to Sing Sing to-morrow.

ERIE RAILWAY STATEMENT—DIRECTORS ELECTED.

The annual statement of the Erie Railway Company shows the funded debt to be $40,840,100; floating stock the same as last year; the present floating debt is $1,700,000, a reduction since last July of $4,750,000. A full report of the affairs of the company, including earnings for the first six months of the present year, is deferred until the end of August next.

The annual election for directors began at ten this morning and the polls closed at three. About 250,000 shares of stock in the Hackoffeshim interest had been voted on the following ticket, which was elected: Samuel D. Babcock, George N. Brown, Benjamin R. Baltzer, Samuel L. M. Barlow, H. Butler Duncan, Giles Hotchkiss, Wm. T. Hart, Adrian Iselin, John Jacob Astor, Thomas Hunting, Edwin D. Morgan, Cortland Parker, Homer Ramsdell, Lucius Robinson, Frederick Schuyler, Wm. M. Shippen, Peter H. Watson. All except the following five of these are in the present directory: Geo. H. Brown, Cortland New York, Boston and Montreal Railroad; Giles Hotchkiss, ex-Member of Congress, Binghamton; Wm. T. Hart, President Albany and Erie Railroad; Adrian Iselin, Swiss banker, and Lucius Robinson, of Elmira, ex-Comptroller of the State.

ARREST FOR ATTEMPTED MURDER.

John G. Schuman, 44 Greenwich street, was arrested this morning for the attempted murder of his wife. He was found sitting at a table with a revolver before him, and his wife in the next room with blood running from her mouth. The bullet lodged in the neck. It is believed there was an arrangement between Schuman and wife that the former should shoot the latter and then himself.

A MYSTERIOUS LEAK.

The repairs to the steamer Tigress having been completed, the dry dock was flooded on Saturday, and it was decided to keep the vessel in the dock until Sunday. Early Sunday morning the discovery was made that there was over three feet of water in the hold, and rising rapidly. The main cabin and the yard are very prominent, and will not give any information about the affair. It is said that during the hurry and confusion during the progress of the repairs some of the bulkheads were not properly packed, thus causing the leak.

CASUALTIES.

Freight Train Brakeman Killed While Asleep —Another Severely Injured.

Special Dispatch to the Commercial.

MEADVILLE, PA., July 8, 1873.

At about half past four o'clock this morning Myron Strong, brakeman of a freight train, was almost instantly killed at Johnson Summit, Ohio, by being run over by the night express. A freight train was waiting on the side for the passage of other trains, and Strong, who had been sent ahead to flag another freight returned a few minutes previous to the accident, and sat down on the main track, which he immediately fell asleep. Strong and another brakeman were both asleep in this position when the express came along. The conductor of the freight train discovered the men on the track, and ran to their rescue, and saved the first man, but Strong being out of reach was killed as stated.

At nearly the same moment this fatal accident occurred, Albert Strong, brother of the deceased man, who is a brakeman, was severely injured at Shenango station by another freight train. The brothers are aged respectively twenty-one and twenty-three and have relatives residingat Girard, Pa.

Two Men Buried Under Falling Walls.

CINCINNATI, July 8.—Part of the wall and arched brick floor of the new addition to the Middleport, Ohio, woolen mills, fell to-day, burying Hiram Everton and Joseph Ledley in the ruins. The former extricated himself without injury, but Ledley remained beneath the debris three hours, while an immense crowd amid intense excitement removed the rubbish that prevented him either from moving or speaking. He was at last relieved but found very badly injured.

Foot Race at Mansfield, Ohio.

Special Dispatch to the Commercial.

MANSFIELD, O., July 8, 1873.

A foot race came off on the fair grounds at this place this afternoon between Joseph Mitchell, of Canada, and Henry Gilbert, of Paris, Kentucky, for one thousand dollars a side. Distance run one hundred yards. Mitchell won the race. Time, 9¾, 9¾ and 10¼ seconds. Arrangements were made for another race for the same thousand dollars a side, to take place July 22d, at Dexter Park, Chicago.

The mail train on the Evansville and Crawfordsville Railroad ran into a freight train on a side track, just above Vincennes, Monday night, breaking up several freight cars and the locomotive of the mail train. No one seriously hurt.

EUROPE.

BY THE ATLANTIC CABLE.

Arbitration as a Means of Settlement of Differences Between Nations.

LONDON, July 8.—In the House of Commons this evening Henry Richard member for Merthr Tydvil, and Secretary of the London Peace Society, moved that in the opinion of the House Her Majesty's government should communicate with foreign powers for the purpose of improving international law, and with a view of establishing arbitration as a permanent resort for the settlement of differences between nations. Richard, in support of the motion stated he had received a large number of letters from America expressing sympathy with his proposition. He proceeded to show that the danger of war kept four millions of men armed annually in Europe, reducting necessary a taxation of two thousand million dollars, and the payment of yearly interest on war debts of $750,000,000. In addition to this the value of labor withdrawn from industry was estimated to be $1,250,000,000. In Germany the conscription forced an emigration which was depopulating the country, and Russia, France and Italy were fearfully crippled by the expense of their enormous military establishments.

Mr Gladstone opposed the motion. He argued it would defeat its own object, because continental governments would widely different views on the subject. He asked the gentleman to withdraw the motion.

Mr. Richard declined to withdraw it and the House divided. The division resulted in a tie—98 yeas to 98 nays. The Speaker gave the casting vote in favor of the motion, which was adopted.

The Cholera in Venice.

VENICE, July 8.—The prevalence of cholera in Venice is officially announced. Bulletins of the progress of the disease will be issued daily by the sanitary officers.

Miscellaneous Dispatches.

BERNE, July 8.—The Federal Assembly have elected Dr. Jacob Zeiger, of Zurich, President.

Marine News.

LIVERPOOL, July 8.—The steamships City of Antwerp, Assyria and Rhein, from New York, and Montreal, from Montreal, have arrived out.

European Markets.

LONDON, July 8 3 P. M.—Consols for money 92⅝; for account 92⅞. American securities—5-20s, 1865, 90¾; 5-20s, 1867, 92; 10-40s, 90½; new 5s, 90¾; 10s, 89. The rate of discount on three months' bills is 3 per cent. Bullion in the Bank of England increased £220,000. Linseed oil £33 12s.

LIVERPOOL, July 8.—Cotton dull; middling upland 8⅜; Orleans 9a9¼; sales 10,000 bales; speculation and export 2,000 bales; American 6,000 bales. Breadstuffs quiet; California wheat 10s 6d; red winter 10s 10d; spring 10s 9½a11s 2d; red winter 11s 10d. Spirits of petroleum 9½d; refined 14½d. Yarns and fabrics at Manchester quiet and unchanged.

ANTWERP, July 8.—Refined petroleum 38¾ francs.

PARIS, July 8.—Rentes 56 francs 40 centimes.

HAVRE, July 8.—Cotton dull; middling upland 93; Orleans 9a9½; sales 3,000 bales; speculation and export 2,000 bales; Cargoes No 1 Orleans 9a9¼; No 2 Orleans 8¾; No 1 low middling 9a9¼; No 2 low middling 8¾; No 1 good ordinary 8¾; No 2 good ordinary 8½; No 1 ordinary 8¼; No 2 ordinary 8. Sugar firm and unchanged.

ANTWERP, July 8.—Refined petroleum 38¾ francs.

SECOND EDITION.

WASHINGTON.

The Search for the Polar's Complete Outfit of the Tigress.

Machinery for New War Vessels.

Special Dispatch to Pittsburgh Commercial.

WASHINGTON, D. C., July 8, 1873.

The Search Steamer Tigress.

Engineer in Chief Wood, Chief of the Bureau of Steam Engineering in the Navy Department, who examined the machinery of the Tigress, about to sail for the Polar waters in search of the Polaris and crew, in conversation to-day spoke in the highest terms of the seaworthiness of the vessel and her engines. She is equipped with a pair of superior compound engines and two extra screws, with apparatus to take out the old screw in case of accident and to put in another without going into dock. Her boilers are also comparatively new and were thoroughly tested. All the machinery was overhauled and found in good repair. The forward part of the vessel has an extra planking of Central American hard wood, something of the character of lignumvitæ, and over this a sheathing of iron, and also an iron stem or ice breaker. Arrangements to heat the vessel by steam, when the boilers are in use, have been made, and accommodations fitted up for a winter within the Arctic circle. Captain Tyson and his companions, rescued from the ice floe, have volunteered and will accompany the Tigress. The vessel will sail in three or four days. Mr. Wood gave it as his opinion that by this time the Polaris was either abandoned, and the crew probably living among the Esquimaux, or else she was freed from the ice and on her way to the United States.

Machinery Bids for War Vessels.

But five parties have submitted to the Navy department plans of steam machinery for the eight new sloops of war, ordered by the last Congress, namely, Lincoln & Rheuter, of Portsmouth, New-hampshire; Thomas Main and C. U. Emery, of New York; William Wright, of Newburgh, and S. L. Breey, of New Jersey. The engineers have made their decision and await the approval of the Secretary. Bids, however, will be received now.

WASHINGTON, D. C., July 8, 1873.

THE COTTON CROP.

Partial reports received at the Department of Agriculture from the cotton region for last reason, and is sent much wet weather, which in some States makes the crop backward in maturing. The indications are that whatever may be the yield per acre, the crop from this and other causes, the deficiency will be much increased, be supplied by the larger planting area than heretofore, and therefore it is believed the crop of this year will at least be equal to that of last.

NOT EXPECTED BEFORE NEXT WEEK.

The President is not expected here before next week, he having stated to a friend at Long Branch on Monday that no business of importance now required his attention at Washington.

THE CHOLERA.

The Disease on the Decrease.

MEMPHIS, TENN., July 8.—There was but one interment from cholera to-day. E. Meyer, a well known wholesale dry goods merchant.

NASHVILLE, TENN., July 8.—The city is now clear of cholera, not a case in the suburbs of the city for forty-eight hours, and only three deaths from other causes to-day. The city was never in a healthier condition.

NEW YORK, July 8.—Dr. Reeves reports Captain Samuel Doherty, of the dredge Delaware, dying to-day with cholera. Another case in a light form was reported in Ward street.

MONTGOMERY, ALA., July 8.—The statements in Northern papers that the cholera is raging here are false. Not a case of anything like it has occurred here, and the city is remarkably healthy. It has only appeared at two points in Alabama, Huntsville and Birmingham, and has disappeared at Huntsville and is reported on the decrease at Birmingham.

THE WEATHER.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, D. C., July 9, 1 A. M.

PROBABILITIES FOR TO DAY.

For the Middle States northeasterly winds and clearing weather.

For the Gulf States northwest and southwest winds with generally clear weather and local rains in the Eastern Gulf coast. For the South Atlantic States higher temperature and local storms. For New England northeast winds and cloudy weather, followed by westerly winds and clear weather during this evening. For the Lake region northeast and northwest winds, clear weather, followed by numerous local storms in the Upper Lake region and the Northwest by to-night.

Midnight Bulletin.

JULY 8, 1873—10:45 P. M.

PLACE OF OBSERVATION.	Ther.	Wind	Weather.
Cairo, Ills	73	N. E.	Cloudy.
Cincinnati	74	E.	Fair.
Davenport, Iowa	67	E.	Fair.
Indianapolis, Ind	64	N. W.	Clear.
Lacrosse, Wis	64	N. W.	Clear.
Louisville, Ky	70	N. W.	Clear.
Memphis, Tenn	74	Calm.	Clear.
Nashville, Tenn	70	W.	Clear.
New Orleans, La	75	S.	Clear.
Omaha, Neb	73	S. E.	Threatening
Pittsburgh, Pa	66	N.	Clear.
Shreveport, La	78	E.	Clear.
St. Louis, Mo	71	N.	Clear.
St. Paul, Minn	63	S. E.	Cloudy.
Keokuk, Iowa	68	E.	Fair.
Lacrosse, Wis	66	S.	Cloudy.
Yankton	68	S. E.	Cloudy.
Fort Gibson	79	N. E.	Threatening

RAILWAY MATTERS.

Meeting in the Interest of the Columbus and Toledo Road.

Special Dispatch to the Commercial.

DELAWARE, OHIO, July 8, 1873.

Places of business were closed here to-night, to enable all to attend another meeting in behalf of the Columbus and Toledo Railroad. About seventy-five thousand dollars have been raised in this county, and in any other city or county may establish a separate Orphans' Court to consist of one or more judges, who shall be learned in the law and which court shall exercise all the jurisdiction and powers now vested in, or may hereafter be conferred upon, the Orphans' Court; and thereupon the jurisdiction of judges of the Court of Common Pleas within such city or county in Orphans Court proceedings, shall cease and determine. The Register of Wills shall be continued and his salary to be fixed by law, and shall be *ex-officio* Clerk of such separate Orphans' Court, and subject to the direction of said Court in matters pertaining to the office. Assistant Clerks may be appointed by the Register, but only with the approval and consent of the Court. All accounts filed in the Register's office of such separate Orphans' Court shall be audited by the Court without expense to the parties, except where all the parties in interest in the pending proceedings shall nominate an auditor, when the Court may in its discretion appoint."

An amendment, by Mr. Hanna, to strike out the clause establishing an Orphans' Court, was rejected, and the section adopted with slight modification in phraseology.

The legitimate fees of the Sheriff of Erie county are said to be about $17,000 annually.

A TRIP TO CINCINNATI.

Hints to Travelers—Notes by the Way—A Newspaper War—The Democratic Mayor.

Special Correspondence of the Pittsburgh Commercial.

CINCINNATI, July 7, 1873.

Having recently accomplished the journey from Pittsburgh to this city, I send back some useful hints to future travelers, and note one or two incidents which may be of interest to the public.

It will be most convenient for business men who contemplate this trip, to take the night train by the Pan Handle line—say the fast line which goes out at 1:45 A. M. This line is provided with sleeping cars, and by it one gets breakfast at Columbus and reaches this city at 2:30 P. M.

HOW TO GET A STATE ROOM.

If the tourist would have a state room or a berth to Cincinnati, it would be well to call at the sleeping car office in the Union Depot two days beforehand. He will then be informed by the sleeping car clerk that it is impossible to say so far ahead whether there will be a vacancy or not. Let him go down again twenty-four hours before the time of starting, and he will then be told to call at eleven o'clock the next night, and if there is an empty berth he can have it. He will then go down at eleven o'clock and learn that there may be a place for him on the through car, but that he will not know definitely till the train comes in from the East. There is much comfort in this delay and suspense. A man is thereby in a measure prepared for his fate and has time to brace up against it. When he goes down for the last time to meet the 1:45 train and learns that he has to sit up the rest of the night, there is a sense of relief and satisfaction at the definite knowledge he has at last attained, which quite compensates for loss of sleep and comfort. He will take his little place in a seat, the back of which comes half way to his shoulders and nearly breaks him in two, with at least as much composure as the fat gentleman who occupies the other three-quarters of the seat.

THE SCENERY.

Even under such apparently untoward surroundings, our imaginary traveler will have much to be thankful for. Over the high bridges and trestle work, through tunnel and along precipice, the careful engineer takes him safely, and by the soft light of the summer moon he may catch glimpses of some of the most bewitching landscape in America. The Ohio River will be fully satisfied in this latter respect. Mountains, farm land, the river, creek, broad plains dotted with cottages, thriving villages and more pretentious towns and cities all pass him in their grand, ever-changing panorama view. He is glad the sleeping car berths and seats are so constructed as to admit of a position. Sleep seems to him a deprivation and waste of time. He is thankful for the ceaseless motion of the train. He is in wakefulness, for he knows that in a condition to enjoy the lovely scenery outside.

THE MOUND BUILDERS.

When the sun rises the land on this beautiful route it is never behind schedule time) the beauty of nature is heightened a hundred fold. A band of crimson along the eastern horizon—the gilding of hilltop and spire—the lifting of the mist from the meadows—a flood of golden light poured into the valleys betoken the advent of jocund day. The pitiable inmates of the Penitentiary may have a new feeling of an ity, but it is the all night watcher in the low-back car who comes into her region of the Mound Builders fully appreciating the blessings which the sleeping car clerk has forced upon him.

In the vicinity of Newark, Ohio, the Indians (was it Indians) have left two or three very remarkable circular mounds. The larger one is just outside the town is perhaps The most curious. It is built in a circle, is twenty-five feet high and exactly a hundred feet in diameter. The entrance way is wide enough to admit eight wagons abreast, and is communicated by an embankment built on it a few feet inside. The mound and the space enclosed by the circle are covered with heavy forest growth, and the oldest inhabitant of Newark does not remember to have heard his grandfather say who the people were that built it. The theory of the generation has it that they were Indians, but the explanation of the curiosity was. The present Indians can give no information and show no interest in the matter. Physicians and others of the learned professions find some trouble in agreeing upon a candidate.

The fracas for State Senator is being quietly but determinedly prosecuted by the two candidates—Messrs. Brooks and Cooper, in Delaware county. Both parties claim confidently of victory.

The West Chester *Republican* gives notice, that the name of James H. Bull, Esq., will be presented to the Republican County Convention this fall, as a candidate for the State Legislature.

Republican local nominations, as far as made throughout the State, give the greatest satisfaction to the party, and the coming campaign promises "local" Republicans and hungry, played-out Democrats no chance at fault-finding. We doubt very much if an "independent" ticket will be run against in any county in the State—*Harrisburg State Journal.*

In Carbon county the Labor Reformers have resolved to join with the Republicans in the coming election to correct certain local abuses which have been originated and encouraged by too long a lease of local power in the Democracy.

General.

The German "Turners" of Springfield, Massachusetts, announce their readiness to turn over their votes to any political party which will make free lager a part of its platform.

Referring to General Butler's non-committal speech at Framingham on prohibition, the Boston *Transcript* affirms that "it was a case of misplaced confidence on the part of its prohibitionists. They have foolish in him a bad investment, as another illustration of their folly in carrying into politics a reformatory movement depending exclusively on individual judgment and force of character."

The back pay bounty jumping steal is denounced by nearly every paper, of whatever politics, that has occasion to notice it, notwithstanding the appeals of Senator Carpenter and Ben Butler in defense of the act.

The Springfield *Republican* (anti-Butler) says Gen. Butler "is neither a reformer nor a sure, steady-radical man any way. He is beaten about by every wind and tide of impulse, caution and passion. He is a weathercock, a boomerang, a baggage smasher in politics and government. It is a law of his members; he can't help himself: he was made such."

Three members elect to the Forty-third Congress are dead—James Brooks, William Whiting and J. G. Wilson, of Oregon.

The total bank clearings at the Chicago Clearing House, for the week ending at noon on Saturday, foot up $24,094,276 30; balances, $2,268,566 95. The clearings exceed those of the corresponding week of last year by over $200,000.

Strawberry Short Cake.

Take one pound of flour and sift through it one and a half teaspoonfuls Banner Baking Powder, and two teaspoonfuls salt; then rub in one-half pound shortening, and with a spoon one-half pint sweet milk; bake in jelly cake tins. When cold and just before eating, place in layers, covering each one with strawberries which have previously been sugared.

Each can of Banner Baking Powder contains a small measure (to be used even full), and a valuable list of recipes. Try it once, and you will never use any other.

Very Hot.

The Imperial Russian Mustard, with the horse radish flavor, is the strongest in the world, and is especially pleasant to the palate of those who are fond of horseradish. Wholesale at Jesse H. Lippincott's, 221 Liberty street.

STATE NEWS.

Minnequa Springs in Bradford county, are 1,500 feet above the level of the sea, and are surrounded by mountain scenery of unsurpassed grandeur.

Philadelphia is not to be outdone in the matter of a transatlantic balloon trip, one Colonel De Ahna being reported to purpose an aerial jaunt to Europe from that city; and, like the Ephesians of old, the Quaker citizens cry, "Great is De Ahna!"

A very absurd custom prevails of parents permitting young children to wear rings on their fingers. Children will learn soon enough to become vain, without any such assistance from parents, besides which there is a possible danger in wearing rings, as the sequel shows. At Pottsville, recently, Katie Rowland, a little girl twelve years old, was engaged in pushing a swing, in which was seated a companion, when a gold ring, which she wore, caught in a nail. The momentum of the swing pulled the ring forward, stripping off the flesh, and tearing away the end of the finger, which it was afterwards found necessary to amputate. In this case the child owes to the folly of her parent an unsightly mutilation, which will remain through life.

Two colored women, Mrs. Mary Camp and Mrs. Priscilla Carney, fell dead in Harrisburg, one day last week.

A Lincsville correspondent of the Connenutville *Courier* says a fine specimen of copper ore was recently found on the farm of Mr. Lyon, near that village. Hopes are entertained that it may lead to the discovery of an extensive lead.

The Titusville *Courier* says: In conversation with a Buffalo man on Saturday, who said he was interested in the Buffalo and Jamestown Road to the amount of $85,000 of its stock, he expressed himself very confidently in the belief that the route to Jamestown would be established, and a connection made with the Allegheny Valley extension—the Cross Cut Road—at or near Prospect. Since the Titusville end of the proposed road has been practically abandoned, this is probably the only means left to Buffalo to ever see interest on her investment. This is bad for our Jamestown friends, but such is the fate of war.

Captain, W. A Hanshright is the oldest conductor now running on the Pennsylvania Railroad. He commenced his career by taking the first train (horse cars) to Philadelphia in 1833. Thomas Cunningham ranks next. His conductorship dates back to 1837, and although in his seventieth year, looks as sprightly and keen as ever. John Rees is next in rank, having gone on the road in 1852.

Mrs. Hostetter died at Manheim, Lancaster county, a few days ago, at the age of ninety-one years. She leaves forty grandchildren, thirty great-grandchildren and two great great-great-grandchildren to mourn her loss.

In Union county, about a mile and a half from Lewisburg, is a log building erected in 1715. The house was made very strong so as to afford protection from the Indians. On the logs can be seen hundreds of marks made from Indian darts and arrows received during the numerous engagements which the early settlers of this county had with the savages.

The State Dental Society met in Lancaster, yesterday, and will continue in session two days.

A little child fell into a barrel of whitewash at Oxford, Chester county, a few days ago, and came very near being drowned.

The English sparrows domiciled in the Philadelphia parks, have nearly "cleaned out" the many looking "measuring worms" which formerly abounded in the trees.

The Juniata *Republican* states that from present appearances, the wheat crop in that county will be the best for several years.

A young attorney named Austin Maury, of Philadelphia, disappeared very mysteriously on the 17th of April, and has not since been heard from. It is feared that he was murdered and robbed.

"Good bye; I am going to Jesus" was the exclamation of William Clingan, seventy-four years, who died suddenly on a rocking chair on Saturday afternoon, at Lancaster.

On Saturday afternoon at John Kilmire, of Saline, was driving through the river his buggy tipped and threw him out in about three feet of water. The current was very strong, and Mr. Kilmire being very much under the influence of liquor was unable to help himself. He was taken out in less than four minutes, dead.

A minister in one of the eastern counties of the State walked six miles to marry a couple, and after having performed the ceremony, and observing that the bride was in delicate condition, invited him, the clerical gentleman remarked that he felt a little "peckish." The groom devined the divine's wait, and came down.

A bottle was found on the Schuylkill river at Reading the other day, which contained a piece of paper with the following on it: "Whoever finds this note will find my Bodie in Jackson's Lockes, or som what within that vicinity." The finding of the note has given rise to many rumors and surmises.

James Cleary, Jr., of Schuylkill county, died on Saturday morning, while preparing to pull on his boots. He was in the act of drawing on a sunstruck, from which he never fully recovered.

Hillsgrove, Sullivan county, has a fisherman who has caught 2,000 trout this season.

Don't mix torpedoes and peanuts in your pockets. A Titusville young man did it, and had to leave his measure with a dentist for a new set of teeth.

The expenses of the Erie water works last year were $41,170 95, and the receipts from water rents $52,664.

While glazing barrels in Chester county on Thursday last, Joel Miller was fatally injured by an explosion. The head was torn from his face, arms, hands and breast.

Solomon Swanson, injured in a riot at Renovo, a short time ago, died on Friday. He was the last death resulting from wounds received in the bloody affair.

A young man named Brennan, of Bemustown, Crawford county, was seized with cramp while in bathing, on the 1st inst., and drowned before assistance could reach him.

The slate will, offered for probate in our Court some time since, and which we briefly noted at the time, which has attracted much attention, was this morning refused to be admitted by Judge Butler. His Honor held no doubt but that a will might be written on slate that would be good, but in the present case he had grave doubts if it was intended for a final testament. It was written eight or ten years ago, and was found in a desk discovered after the death of the deceased. The Judge thought it more probable it was intended as a draft of a will to be re-written afterwards retained in writing. The testator had never told any one she had made a will, nor had she ever shown it to any one.

The earthquake of Sunday last was felt distinctly in Titusville, Meadville and other portions of Crawford county.

There is a singular old gentleman out at Warren, named Capt. Dingley, who is constantly engaged in sinking oil wells on a tract called Pleasant, near that town. He has sunk for himself at least five wells, and hitherto without success, although he has found the rock and some oil. The captain is over seventy four years of age, hale and hearty, full of energy and pluck. He has dared the Standard to sink an incident—verily turning aside from ordinary custom for a higher one. Since the war Capt. Dingley has traveled on foot twenty miles, after having made his ten miles a day for several days,

The Daily Commercial.

WEDNESDAY, JULY 9, 1873.

THOSE who urge a new deal in the political cards do so in the hope that all the knaves may be shuffled to the top of the pack.

CONNECTICUT is to be envied. The scheme to inflict on her a Constitutional Convention has been defeated, for the present. Pennsylvania and Ohio could have sympathised with her, if such a sore affliction had actually befallen her.

WE TRY very hard to keep up with the manufacture of new words, but sometimes are beaten. Here is an instance from the Harrisburg *Telegraph*:

In Armstrong valley, this county, there resides an individual who is *consumpted*.

Now, what, in the name of NOAH WEBSTER, is "*consumpted*?"

THE proprietors of the New York *Graphic* have advanced the necessary sum to enable Prof. WISE to make his contemplated balloon trip across the Atlantic. It is said that the *Graphic* believes in WISE, and is anxious to solve the problem whether the ocean can be crossed in a balloon, by getting into a current of wind alleged to be blowing constantly from west to east, and remaining in it until Europe is reached; but our private opinion is that the *Graphic* men have been bored to death by him, and take this sure method of getting rid of him.

MACOUPIN COUNTY, Illinois, has long been under Democratic control, and is now in a desperate pecuniary strait. The Democratic Board of County Commissioners, under an act of the Legislature surreptitiously obtained, have issued $1,600,000 of county bonds, at ten per cent. interest, to build a new Court House, which should not have cost one-fourth of that sum, and the people of the county are striving to find a way of resisting the payment of this fraudulent debt. The party which perpetrated this fraud, is proposed by the *Chicago Times* to be rechristened as the "Economy" party.

THE Philadelphia *North American* points out that there are two types of material progress in this country: the one fussy and noisy, demonstrative and showy, the other quiet and undemonstrative, but none the less substantial. The first type springs from New York and New England, and finds an apt illustration in Chicago; the second emanates from New Jersey, Pennsylvania, and the Middle States, and finds its embodiment in such places as Pittsburgh, Cincinnati, and St. Louis. There is just as much vigor, energy and prosperity in each of these three cities as in Chicago; but these thriving features are not held up by them, continually, to the public gaze, as in the case of the city of the Northwest. She knows how to blow her horn, and delights in the constant practice of that accomplishment; the others are content to be constantly going ahead without bragging over it all the while.

THE Allen county, Ohio, Democrats called a State Convention at Columbus on the 30th of July, to frame a new party, and BRINKERHOFF Chairman of the Liberal Republican State Committee has called his little squad to meet at the same time and place. The regular Democratic State Convention does not meet until August 6th., The Cleveland *Plain Dealer* does not like this little game, and thus expresses itself.

"Now, if it is the purpose of Mr. Brinkerhoff and the few who gather under his wings and recognize his bagpipe, to forestall the action of the Democratic State Convention of August 6th, we predict that they will be miserably disappointed. If a few hundred so-called Liberal Republicans of the State of Ohio are to dictate policy and candidates to the 200,000 Democrats of Ohio, the sooner the matter is understood the better, and the quicker the dissolution of partnership the more profitable it will be to the Democracy. The impudence of Mr. Brinkerhoff and his faction borders in thinking that they can compel the disbandment of the Democratic organization of Ohio, is certainly sublime. Mr. Brinkerhoff and his followers, we apprehend, will find it much easier to fulminate proclamations than to secure the practical results they desire."

ONE of the most interesting phenomena of the present day, is the manner in which the American republic, without interference or even volition on the part of its citizens, is gradually undermining, and bringing to naught the inequalities and oppressions which have existed in Europe for many centuries. It would seem that every man in Europe not too old to emigrate, thinks of the United States as a refuge whenever he finds himself disagreeably restricted in his old home. At present, in both England and Germany, the tendency to emigrate is so strong, and increasing among the poorer classes, that their rulers are beginning to be anxious about the result. They fear that the productive and defensive forces of the country will be exhausted by the continuous flow of the popular tide. Statesmen of all parties in both in England and Germany, statesmen are beginning to see and acknowledge the necessity of taking some steps with the view of making their native land more agreeable to its humbler inhabitants. The fact, however, affords Americans no ground for boasting, a truth which some of the newspapers forget. Whatever glory there is in it, all the United States have to share with the English colonies and Brazil.

GEN. BEAUREGARD has issued an address to the people of Louisiana, defending himself from the attacks of the fire-eaters, who have assailed him grossly for favoring the Unification movement, which professedly looks to the practical recognition in Louisiana of the equal rights of all citizens, without distinction of color. He says:

"I may be mistaken in supposing that a frank and cordial concession of absolute and practical civil as well as political equality between all citizens, without discrimination on account of race or color, as proposed in this movement, would remove the last barrier which opposes the political co-operation of good men, of whatever color, for the regeneration of the State; but I am earnest in my conviction that I am not mistaken. Experience seems, at all events, to have demonstrated two propositions quite conclusively, viz: First, that without such co-operation the redemption of the State is impracticable; second, that such co-operation cannot be secured on any other terms. Besides, I am profoundly convinced that no sound and lasting system of political philosophy can be constructed upon existing facts in Louisiana, at least which does not recognize such equality."

This means, if it means anything, that Gen. BEAUREGARD would not concede this recognition, if he could help it; but as there is no way to political power in Louisiana without it, and as the quicker the dissolution of partnership the more profitable it will be to the Democracy, the impudence of Mr. Brinkerhoff and his faction lobbyists

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Drafts payable on demand in any part of England Wales, Ireland and Scotland, at lowest rates.

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FOR SALE

CITY OF PITTSBURGH

Water Loan Seven Per Cent. Bonds,

Penn Avenue Seven Per Cent. Bonds.

Birmingham Market House Eight Per Cent Bonds,

South Pittsburgh School Eight Per Cent. Bonds,

At Par and Accrued Interest, Free from Taxation.

Ira B. M'Vay & Co.,

BANKERS.

Corner Fourth Avenue and Smithfield Street.

FINANCE AND TRADE.

TUESDAY EVENING, July 8, 1873.

The coal shipments from this port amounting to about three millions of bushels if safely landed in port should bring to this market nearly half a million of dollars. As during the summer season the coal yards of the lower cities are nearly empty, dealers having no stock on hands should have heavy bank balances, if they ever possess them, and should then be able to purchase for cash. A few days will reveal how this is and show whether the lower river coal dealers are doing business on capital or credit. Be this as it may, the whole shipment will probably be sold on terms that will bring most of the proceeds back to this section by the first of October, adding just that much to the available capital of the city and helping, by half a million dollars, to prevent a recurrence of the stringency of last fall. Had the present rise not come, dealers here must have carried the load which is now transferred to the shoulders of Cincinnati and Louisville.

—We yesterday referred to and quoted the clause of most interest in the bill of Mr. Lowe regulating the issue department of the Bank of England. A careful reading of the act shows that it will in ordinary times be practically inoperative, as the relief to the market by an extra issue of currency cannot be made until the minimum rate of discount has reached twelve per cent. In the experience of the last fifteen years we find but one occasion on which the rate was advanced to this figure. So it follows that the market will be in a panic before the proposed relief can be applied, and while the effect may be to assuage and restore the temper of the street to a more healthy condition, the relief can never be applied to prevent disaster. Past experience has shown that the moral effect of an announcement that the Bank of England was authorized to issue additional notes when the occasion required has been to restore confidence and prevent panic, and were a greater discretion allowed in this case the bill would be more like y to accomplish its intended purpose than it is now likely to.

—Messrs. Ira B. McVay & Co. report the following quotations of government bonds in New York to-day, as furnished them by Jay Cook & Co., their correspondent:

	Morn.	Eve.
1881	119¼	119¼
1862	117	117
1864	117¼	117¼
1865	118¾	118¾
1865, new	117¾	117¾
1867	118	118
1868	118¾	118¾
10-40s	114¾	114¾
New 5s	114¾	114¾
Gold	115¼	115¼
Currency 6s	115½	115½

—During the year 1872 within the limits of the United States 7,478 miles of railroad were completed and 6,514 miles put under construction, making a total of 13,992 miles on which work was done. In Pennsylvania alone 342¾ miles were completed and 248¾ put under construction. In no year from 1830, when the first stretch of railroad was opened by the Baltimore and Ohio Road was opened, down to 1871, in which year 7,400 miles of track were completed, was so great an advance made as in 1872.

—Omens are auspicious, and there is reason for thankfulness when a Southern journal like the New Orleans *Times* can even incidentally express such sentiments as the following:

> That all the cracks in this country have not been national banks, the disastrous attempt at secession, which brought upon the south such an load of woes, would never have been dreamed of. The most ultra Southerner will not deny that secession was a mistake, if not a crime, and few will pretend to say, if the currency of the country had been as thoroughly national as it is at present, that such an attempt would have been possible.

—The following table shows the prices of railway stocks, gold, &c., at the various sessions of the New York Stock Exchange during the day, furnished by George I. Whitney, Esq., broker and dealer in stocks, bonds and gold, corner of Fifth avenue and Wood street:

July 8, 1873.	11:30 A.M.	12:30 P.M.	1:30 P.M.	2:30 P.M.	3:30 P.M.
Gold	115¼	115¼	115⅛	....	....
Canton	....	....	....	....	....
Western Union Telegraph	85¾	85⅞	85⅞	84⅞	84⅞
Quicksilver	....	....	....	....	....
Pacific Mail	37⅝	37⅞	37⅝	37⅝	37⅝
Adams Express	....	....	94½	....	....
Wells-Fargo Express	....	....	....	....	....
American Express	....	....	63¾	....	....
United States Express	104	104¾	104½	104¾	105¼
New York Central	97¾	98⅛	97½	98¼	98¼
Erie	36¾	36¾	36¾	36¾	36¾
Michigan Central	96¾	96¾	96¾	96¾	96¾
Michigan Southern	108¾	108¾	109¼	....	....
Illinois Central	87	87	87¼	....	....
Cleveland and Pittsburg	71	71	69¾	69¾	69¾
Chicago and N. W. pref	85¼	85¼	85¼	....	....
Chicago and Rock I.	110¾	110¾	111	110¾	....
Rock I. and ...	93¼	....	93¼	93¼	....
Pittsburg	72¾	....	72¾	....	....
Ft. Wayne	98	....	98	....	....
Chicago and Alton	93¾	93¾	93¾	93¾	....
Toledo, Wabash and Western	27¾	27¾	27¾	27¾	....
Wabash pref	40	....	40	....	....
Fort Wayne	98	....	....	....	....
Ohio and Mississippi	33¾	33¾	33¾	33¾	....
Union Pacific	27	27	27	27¼	....
Chicago and Alton pref	109	107	....	....	....
Chicago and Alton	....	....	....	....	....
Boston, Hart. and Erie	....	....	....	....	....
Harlem	125¾	126¾	126¾	....	....
New Jersey Central	....	....	....	....	....
C. C. and I. C.	98¾	99¼	99¼	98¾	....
Hannibal St. Joseph	....	....	....	....	....
Iron Mountain	....	....	....	....	....
Atlantic Mail	....	....	....	....	....

—Messrs. Robinson Bros., bankers, No. 78 Fourth avenue, furnishes the following quotations of active stock on the Philadelphia Stock Board to-day:

Pennsylvania R.R.	54½	Philadelphia & Erie	24¾
Reading	55⅜	Pittsburgh 58	72
United Companies	121¾	A. V. R.R. 7-30s	92¾
Oil Creek	26¾	Central Transport'n	47
Lehigh Valley	60¾	Empire Transport'n	57

PRODUCE AND GENERAL MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL,
TUESDAY, July 8, 1873.

REMARKS.—The patiently expected rise in the rivers has come and the coal fleet has gone on its way, the owners thereof rejoicing. The rise was opportune and will have a salutary effect upon trade generally.

With regard to the markets generally we have little or no change to note and prices rule about the same as at our last report.

There is considerable excitement in the produce and provision markets, and we understood late in the evening that a meeting of prominent dealers had been held, but what action was taken as to prices we did not learn.

The grain market is in a state of quiescense, where it will remain until "after harvest."

There is a continued fair demand for choice brands of western and home flours. The lower grades of western springs have been reduced in price.

New potatoes are finding their level and will soon be within the reach of all. The old stock is fast disappearing.

A few diminutive new apples have put in an appearance, but high as the old stock rules it still holds its sway in the market.

Butter is still a drug in the market, the receipts being largely in excess of the demand, which causes prices to rule weak.

There is a stronger feeling in the egg market, though prices are not quotably higher; but we should not be astonished to chronicle an advance ere many days.

The vegetable and fruit markets are fully supplied with all articles in season.

Below we give the receipts by rail and river of the principal articles of produce since our last:

Flour, bbls	1,340	Apples, bbls	20
Cheese, bxs	842	Corn, sks	1,206
Whisky, bbls	681	Rye, sks	501
Oats, sks	2,472	Butter, pkgs	23
Bacon, lbs	2,000		

The weather continues cloudy with occasional showers, which will have a good effect upon the growing crops.

We omit extended quotations to-day.

PITTSBURGH OIL TRADE.

OFFICE OF THE PITTSBURGH COMMERCIAL,
WEDNESDAY, July 9, 1873.

REMARKS.—The market was very dull, dealers being wide apart in their views. We heard of no transactions here. The nominal rates are 5c per gallon for crude. Even this low price failed to bring out purchasers.

CRUDE

dull with plenty of sellers at 5c per gallon. Parkers' being quoted at $1 80 per barrel, although no sales were reported. For prices at other points in the oil regions see dispatches.

REFINED.

We have to report a continued dull market; prices still getting weaker. We note sales of 500 barrels, s. o. July 14¾c, f. o. b. at works.

OIL BARRELS.

Market firm with sales of city make at $2 25; country at $2 15.

[By Western Union Telegraph.]

TITUSVILLE, July 8.—The *Herald* says: The market was quiet and steady throughout the oil region. Upper Tidoute closed at $1 90@$1 97½. On lower end prices ranged between $1 80@1 90, according to gravity. Oil City nominally $1 95. Parker's closed at $1 80. Tidioute $1 75. Sales:

1,000 bbls upper road, spot	$1 90
2,000 bbls lower road, spot	1 75@
500 bbls upper road, spot	1 85
1,500 bbls lower road, spot, heavy gravity	1 85
500 bbls lower road, spot	1 86
500 bbls lower road, spot	1 80
500 bbls Titusville, spot	1 95
2,500 bbls Parker's, spot	1 80
500 bbls Titusville, spot	1 70
500 bbls Tidioute, spot	1 75

NEW YORK, July 8.—Closing 7.—Market very quiet. Refined unchanged at 17¾c@18c for early deliveries. Crude bulk active; sales 20,000 bbls future delivery at 8c. Cases 23c. Philadelphia delivery at a stand; refined scarce and held at 18¾c for spot; all month 18@18¼c.

OIL CITY, July 8.—Market quiet and dull at about $1 90.

TITUSVILLE, July 8.—Market quiet and a little firmer at $1 85 bid; $1 90 asked.

TIDIOUTE, July 8.—Market dull and no sales; $1 70 bid.

PETROLEUM CENTRE, July 8.—Market quiet at $1 70 at 75.

PARKER'S, July 8.—Market quiet at $1 80.

PHILADELPHIA, July 8.—Market firm; S. W. 18¾c; crude 7½c; cases 25½c; futures 18c.

[By Pacific & Atlantic Telegraph Line.]

FOXBURG, July 8.—Market very quiet at $1 80.

TIDIOUTE, July 8.—Market quiet at $1 70.

OIL CITY, July 8.—Market quiet at $1 90@1 97½.

PARKER'S, July 8.—Market quiet and dull; no change, $1 75@1 80 being the ruling rates.

MARKETS BY TELEGRAPH.

Chicago Market.

CHICAGO, ILL., July 8, 1873.

FLOUR—Quiet and unchanged.

GRAIN—Wheat active; No. 1, $1 26; No. 2, $1 15¾; No. 3, $1 09¾. Corn active; No. 2, 36¼c. Oats active; No. 2, 29c cash; 28¾@28¾c August. Rye steady and in moderate demand; No 2, 60c. Barley active; fall No. 2, 66c.

PROVISIONS—Mess pork active at $15 90. Lard quiet at $8 05@8 10. Bulk meats firm at 7¾@8¾c@ spot. Bacon steady and unchanged.

WHISKY—Steady at 88c.

New York Market.

NEW YORK, July 8.—Cotton in better request. Flour active; white wheat extra $5 40@6 00; extra Ohio $6 20@7 30; St. Louis $6 50@8 50. Whisky in fair request at 91¾@92c. Wheat firmer; No 2 Milwaukee $1 30; No 2, $1 42. Rye heavy and lower; western 83c. Malt active at $1 20@1 35. Corn active; steadier; western mixed nearly every choice 50 to 56c; sail do 56@57½c. Oats heavy and lower; white western 48@51c; black 42@44c. Eggs steady; western 18@19c. Hay firm at 95@$1. Coffee dull. Sugar active at 7¾@7½c. Rice quiet at 7½c. Crude petroleum 7½c; refined 17¾@18c. Provisions firmer. Mess pork $17 62½@17 75. Lard stronger at 8¼@8½c. Butter unchanged. Cheese dull at 12@13½c.

Buffalo Live Stock Market.

BUFFALO, July 8.—Cattle—Receipts to day, including 104 cars reported to arrive, 1,850 head; total for the week, 4,995 head. Market opened with slow selling and buyers are standing apart ¼c, holders asking ¼c higher than last week's closing prices. Some few sales were made at an advance of ¼c. Sixty head of cattle are left over. Sheep and Lambs—Receipts to-day, including reported arrivals, 3,800 head; total for the week, 4,800 head. Market not yet opened. Hogs—Receipts to-day, including reported arrivals, 601 head; total for the week, 3,700 head. Market dull this morning and buyers rarely bidding over $5 per cwt. No sales. Yesterday 1,300 Illinois choice hogs, 180a 200 lbs, $4 65a4 75.

New York Dry Goods Market.

NEW YORK, July 8.—Business continues very quiet with jobbers in all branches. Commission houses are generally dull, but heavy woolens in fair demand by clothiers at steady prices. Cotton goods dull. Ingredients moving slowly. Cotton goods steady in price. Four-yard brown sheetings are held more firmly by jobbers. Dress goods steady and Kinds goods for fall are being ordered. Italian cloths for linings in better request and firm. Foreign goods dull.

Cincinnati Market.

CINCINNATI, July 8.—Flour firm at $6 75@7 00. Wheat firm at $1 40. Corn firm at 56c. Rye firm at 76c. Oats steady at 34@42c. Barley dull and nominal. Eggs strong at 14c. Provisions firm; mess pork firm at $16 25@17 00. Lard quiet at 8¾@9c; Bulk meats strong; sales of shoulders at 7½c; clear rib sides 9c; clear sides held at 9¾c. Bacon in good demand at 8¾@9½c. Whisky firm at 88c.

Milwaukee Market.

MILWAUKEE, July 8.—Flour quiet and unchanged. Wheat—Demand fair and market firm; No 1 Milwaukee, $1 30; No 2, $1 18¾. Oats steady and in moderate demand at 28@29c. Corn steady; No 1 mixed 39c. Rye—Demand fair and market firm; No 1, 62¾c. Barley steady and in good demand; No 2, 75c.

Memp'is Market.

MEMPHIS, July 8.—Cotton dull at 13¾@13c. Flour dull and prices nominal. Corn 52@56c. Oats dull and lower at 38c. Hay inactive. Bran firm at $12. Corn meal dull at $2 75. Pork dull but unchanged. Lard quiet and unchanged. Bacon steady with a moderate demand; shoulders, 8c; sides, 10¾c.

Toledo Market.

TOLEDO, July 8.—Wheat dull and declined; amber Michigan $1 45¾; No 1 red $1 56. Corn a shade higher; high mixed, spot, 42¾@43c; seller August 44¾c; low mixed 41¾c; white 42c. Oats steady and in moderate demand; No 1, 41¾c; No 2, 35½; Michigan 33c; rejected 31¾c.

Nashville Market.

NASHVILLE, July 8.—Cotton dull; low middling 17c. Wheat firm at $1 35a1 40. Oats dull at 50a 52c. Pea nuts steady at $2 25. Bulk meats—Shoulders 9¾c; clear sides 10c. Bacon—Shoulders 8½c; clear sides 10¾c. Lard 9¾c. Whisky dull at 95c.

Indianapolis Market.

INDIANAPOLIS, July 8.—Flour, wheat, corn and oats dull but unchanged. Bulk meats firm; dry salt shoulders 7c; clear rib sides 9c; clear sides 9c. Bacon—Shoulder 8c; clear rib sides 9¼c; clear sides 9¾c. Lard 9@9¼c.

Philadelphia Market.

PHILADELPHIA, July 8.—Flour dull; superfine $3 50@4 00. Wheat quiet; amber $1 10. Rye—Western 69c. Corn active; yellow 56a56c. Crude petroleum 12c; refined 18c. Whisky dull at 92½c.

Cleveland Market.

CLEVELAND, July 8.—Wheat—Unfavorable weather checks out-door trade. Corn and oats steady and unchanged. Petroleum dull and unchanged.

Oswego Market.

OSWEGO, July 8.—Wheat dull; ordinary white Canada $1 75; No 1 Milwaukee $1 44. Corn unchanged; high mixed, 52@53c.

GLASS MANUFACTURERS.

Pittsburgh Flint Glass Works

ESTABLISHED 1808.

BAKEWELL, PEARS & CO.,

Factory BINGHAM STREET, Birmingham. Warehouse 21 and 23 WOOD ST., Pittsburgh.

J. P. PEARS, H. BAKEWELL, JR.
E. B. CAMPBELL, J. W. PAUL.

New York Finance and Trade.

Gold Closed at 115⅛@115¾.

NEW YORK, July 8, 1873—4 P. M.

MONEY.

Money easy at 3a4 per cent.

EXCHANGE.

Sterling exchange strong and higher at 109¼ net for sixty days and 110¾@110¾ for sight. The rise has caused engagements of gold coin for export on Wednesday to the amount of $250,000, besides which $150,000 in silver bars will be shipped.

GOLD.

Gold active and higher, advancing from 115¾ to 115⅞, closing at 115¾@115⅞. Loans 3a5 per cent. Clearings $41,000,000. Treasury disbursements $421,600. Customs receipts $460,000.

GOVERNMENTS.

Governments strong, with an upward tendency and an unabated demand from foreign bankers.

U. S. coup, '83	119½	5-20s '67	117¾
5-20s '62	117	5-20s '68	117¾
5-20s '64	117¾	10-40s	114 1/16
5-20s '65	118¾	New 5s	114½
New 5-20s '65	117⅝		

STATE BONDS.

State bonds quiet.

Missouri	92½	Virginia, old	43
Tennessee, old	80	N. Carolina, old	30
Tennessee, new	80	N. Carolina, new	15
Virginia, new	50		

STOCK EXCHANGE.

Stocks quite active with more important changes than for some time past. The market opened strong and during the early part of the day prices advanced ¾a3 per cent, but in late dealings there was a general decline, owing to free realizing. Erie and Northwest were exceptionally weak throughout. The chief fluctuations were Erie, 61¾@66¼; Northwest, 71a69; Pacific Mail, 36¾@37; 37¾@37⅛; Western Union, 84¾@84¾; Rock Island, 110¾a 111¾@110¾; New York Central, 103¾@104¾; 104¾; Wabash, and Union Pacific, 26¾@27¼; Harlem, 126¾@129¾@129; St. Joseph, 39¼@39¾@38¾; St. Paul, 51¾@52¾@52½; Columbus, Chicago and Indiana Central, 28¾@29¾@29; Panama, 110¾@111¾ 110¾; Lake Shore neglected at 96¾@96.

Canton..... 96 | St. Paul preferred.. 72¾
W. U. Tel. Co.. 84¾ | Toledo & Wabash.. 70
Quicksilver.. 35 | Do preferred.. 85
Adams Express.. 94½ | Fort Wayne.. 99
Wells, Fargo & Co.. 81 | Terre Haute.. 11
American Ex. Co.. 63¾ | Do preferred.. 34
U. S. Express Co.. 70 | Chicago & Alton.. 109
Pacific Mail.. 37¾ | Do preferred.. 110
Erie.. 61¾ | Ohio & Mississippi.. 33½
Do preferred.. 72 | C., C. & C.. 85
N. Y. Central.. 103¾ | Burlington & Quincy.. 103
Harlem.. 129 | Lake Shore.. 96
Do preferred.. 130 | Panama.. 111
Michigan Central.. 90 | Illinois Central.. 109¾
P., Ft. W. & C.... 87¾ | Union Pacific.. 27¼
Northwest common.. 69¾ | Central Pacific.. 100
Do preferred.. 81 | Union.. 81¾
Rock Island.. 110¾ | Del. & Lack.. 120
New Jersey Central.. 114¾ | Hartford & Erie.. 13¾
St. Paul.. 52¾ | Bankers' Bills.. 109¾

*Ex. dividend.

OCEAN STEAMERS.

Date of Departure from New York.

Cuba	July 9	Liverpool.
Pembroke	July 9	Cardiff.
Alabama	July 9	Liverpool.
Idaho	July 9	Liverpool.
Arragon	July 9	Bristol.
Trinacria	July 9	Glasgow.
City of New York	July 10	Liverpool.
Hesatia	July 10	Hamburg.
Samaria	July 12	Liverpool.
Celtic	July 12	Liverpool.
City of London	July 12	Liverpool.
St. Laurent	July 12	France.
Genevese	July 12	Liverpool.
California	July 12	Glasgow.
Scotia	July 16	Liverpool.
Caledonia	July 16	Glasgow.
Minnesota	July 16	Liverpool.
City of Baltimore	July 17	Liverpool.
Silesia	July 17	Hamburg.
Abyssinia	July 17	Liverpool.
Oceanic	July 19	Liverpool.
City of Chester	July 19	Liverpool.
Egypt	July 19	Liverpool.
India	July 19	Glasgow.
Hemisfeuit	July 19	Havre.
Algeria	July 23	Liverpool.
Pennsylvania	July 23	Liverpool.
Lapland	July 23	Bristol.
Olympia	July 23	Glasgow.
Manhattan	July 26	Liverpool.
Frisia	July 24	Hamburg.
Batavia	July 26	Liverpool.
Ville de Paris	July 26	France.
Canada	July 26	Liverpool.
Australia	July 26	Glasgow.
Columbia	July 30	Glasgow.
Montana	July 30	Liverpool.
Glamorgan	July 30	Cardiff.

RIVER TELEGRAMS.

Greensboro. Pa.

Special Dispatch to the Commercial.

GREENSBORO, PA., July 8, 1873.

River rising with ten feet of water in the channel. Weather clear; thermometer seventy at six P. M. F.

Brownsville. Pa.

Special Dispatch to the Commercial.

BROWNSVILLE, PA., July 8, 1873.

River rising, with nine feet of water in the channel. Weather clear; thermometer seventy at five P. M. C.

Wheeling, W. Va.

Special Dispatch to the Commercial.

WHEELING, W. VA., July 8, 1873.

Weather cloudy and cool this evening; rained at intervals to-day. The Courier, for Parkersburg, left at ten-thirty A. M.; the Andes, for Cincinnati, at four P. M.; Wild Duck and barges passed up at two P. M. The steamer Fair Play sunk a barge at the foot of Brown's Island last night. River eight feet nine inches and falling. M.

Marietta, Ohio.

Special Dispatch to the Commercial.

MARIETTA, OHIO, July 8, 1873.

The following towboats passed down to-day all right. Hornet No. 2, My Choice, Tom Lyle, George Lyle, J. A. Stone, Whale, Michigan, Diamond, John Hanna, Feather, Swift, John M. Hall, Hartley No. 2, Wm. Stone, John Dippold, Eagle, Fred. Wilson, Tom Rees, Coal Valley, Niagara, Samson No. 2, Tiger, John A. Wood, Gipsey, Reindeer and Coal City. Nine feet seven inches and rising slowly.

Steamer City of Cairo Damaged by Fire.

NEW ORLEANS, July 8.—The upper works of the steamboat City of Cairo was burned last night. She was valued at $25,000; insured for $10,000.

For Latest River Dispatches see Fourth Page

RIVER NEWS.

ARRIVALS AND DEPARTURES.

Arrivals.

E. Bennett.....Carmack.....Geneva.
Hector.....Richards.....Geneva.
Elizabeth.....Houghton.....Elizabeth.

Departed.

West Virginia.....Donaldson.....Geneva.
E. Bennett.....Carmack.....Geneva.
Elizabeth.....Houghton.....Eizabeth.
Geneva.....Philips.....Geneva.

MONONGAHELA—Six feet and falling.

Boats to Leave this Day.

St. Louis.....Exchange.....Sherman.....4 P. M.

THE marks last evening indicated six feet and falling. There will be no more coal departures until we have more water.

THE John Penny left one barge at Line Island.

THE Ben Wood left four barges of coal on Merrimac.

THE steamer Ora was sold at auction at Algiers on Saturday.

THE Memphis Dry Docks are to be sold by the Second Chancery Court of Shelby.

CAPT. ALF. GRISSOM, chief clerk of the John B. Maude, is lying very ill at St. Louis.

THE John F. Dravo grounded three of her barges on G ass-house yesterday morning.

COMMODORE H. R. HALSEY is in New Orleans looking after his light draught steamer.

THE John T. Moore has been libeled at New Orleans at the suit of Mrs. Lucinthia Smith.

STUART & CO., of Madison, have been awarded the contract for building the "Imperial boat" at St. Louis.

THE new iron draw to the Marietta and Harmar bridge was turned in position, on Friday last, for the first time.

AT Vicksburg, on the 1st, the propeller Dart was sold by the United States Marshal to Captain F. C. Cook for $535.

THE Bengal Tiger left two of her barges at White's Ripple, and one barge and fuel boat at Baker's Island.

THE towboat Picket, that sunk yesterday, was raised by the Exchange, I. N. Phillips and Kangaroo. She will be docked.

THE St. Louis *Democrat* says rates from that point to New Orleans are very low per cent. Too low to make steamboating profitable.

CINCINNATI—The amount of wharfage collected at this port last month was $1,000. The amount collected for the same month in 1872 was $836.

THE following towboats are waiting for more water: Grand Lake No 2, Bob Ingram, Reindeer, Steamer Shenango, J. H. Bigley, Smoky City, Baltic, Ben. Wood, Jr., Tom Rees No. 2, A. J. Baker.

THE fine passenger steamer Exchange, Captain S. Shuman, is receiving for Cincinnati and St. Louis, and will have quick dispatch. Our attentive friend, captain J. M. Vandergrift, has charge of the office.

THE steamer Western Virginia, Capt. Donaldson, left for Geneva with an excellent trip. She leaves again on Thursday morning at 7 A. M. In the meantime freight can be stored with the agent, A. S. Frey, on the new wharfboat.

CINCINNATI—Mr. C. D. Millar, of the *Commercial*, has had an attack of bilious fever, and his son Harry is filling his place on the river. Mr. Millar was much better, Sunday evening, we are glad to state, and we hope will soon be well.

JAKE HUSSEY, of the Ashland, employed his spare time while the boat was laid up in the Arkansas river, during the spring, in constructing a miniature steamboat, which he has christened "Will Kyle," and presented it to the namesake.

CAPT. TOM ROGERS, of the United States steamer Ada, is in St. Louis. The Ada is laid up in the Red river raft until this fall, when operations will be continued by the Capt. He says he only can finish it in two months more, as there is but nine miles to clear out.

THE Omaha *Herald* of the 1st says: "The river is higher now than it has been for the last seven years. It marks fifteen feet and six inches. The water surrounds the freight depots, floats the tracks, and compels the employees to take water, or take their time."

ADDITIONAL COAL.—For Louisville—The towboat John Gilmore, with 11 barges of coal, 126,000 bushels, and 1 flat of coke, 5,000 bushels; James Gilmore, 4 barges of coal, 60,000 bushels for St. Louis; James Gilmore, with 5 barges and 1 hull of coke, 110,000 bushels.

THE following boats were at Cincinnati on Monday: Pat. Rogers, Charles Bodman, Wildwood, Fleetwood, J. D. Parker, Lawrence, H. Shamberger, Nick Longworth, Jessie Benton, 4 and Granite State. The Bermuda, United States and R. W. Dugard were at the Covington wharf.

GREAT EXCITEMENT IN VIRGINIA.—The steamer West Virginia, Captain P. Donaldson, arrived at Fairmont, West Virginia, on Sunday, being the first steamboat arrival at that point during the past twenty years. The inhabitants were wild with excitement. Fairmont is one hundred and twenty miles by water from Pittsburgh.

AN occasional Nashville correspondent writes as follows: A Bob Ferguson is clerk of the steamer Ughes," but this is not that ancient Mouth of Smithland mariner, whom we used to know seventy-five or thirty years ago. Hugh McCrea, one of the city fathers of Nashville, is an old steamboat clerk. We were connected with him on the Clarksville in 1842, and Ellen Kirkman in 1844.

THE Jefferson (Texas) *Tribune* has been struck amidships by a sailing star. Here is how it reflects him: "We saw a meteor last night, the most beautiful and grandest sight we have witnessed in many a day. It consisted of a train of fire to the east and lit up the whole heavens with its brilliancy. It may have been a falling star, lost forever from its accustomed sphere in the dome of night, and its soul gone wandering through the realms of space, hunting up kindred souls with which to revel in the elysiums of eternity."

THE Shreveport *Times* of June 30 says: "The shipment of cattle from this point this season is far behind that of former seasons. This is owing in a great measure to their movement toward the gulf ports, facilitated by the railroads and other railroads. Arrangements, however, at this late day have been made by the Texas and Pacific International whereby cattle can be brought to this port from Hearne as cheap as they can be shipped to the gulf ports, and the first instalment of three cars arrived Friday night with seventy-two head. Stock cars will now run regularly to this port from Hearne for the accommodation of stock drovers. This is another big move in the right direction."

THE New Orleans *Times* of the 2d inst. says: Since our last review the weather has proved fine and pleasant. A strong breeze prevailed during the whole day, which successfully held at bay the heat from the cauldron of "old Sol."

As yet there is no decisive sign of a speedy revival of business. Yesterday, like Monday, was extremely dull, there being but two departures, the steamer Katie for Vicksburg, and Johnnie F. Toler for Cincinnati. The Katie had a tolerable fair trip of both freight and passengers, while the cargo of the toole amounted to a cargo of railroad iron for the Ohio river. To-day we have several packets announced to leave, when it is expected that business will look up a little.

Owing to the existing dullness in freights for Red river, the John T. Moore has withdrawn her card as a regular weekly packet, and will not leave until Thursday at 5 P. M., at which time it is expected that shippers will give her a trip, and send her on her way rejoicing.

ST. LOUIS.—The *Sunday Times* says: The levee yesterday presented a very busy appearance. Piles of produce and merchandise line the landing from one end to the other, and the large number of hands employed in moving it to and fro rendered the scene extremely lively. Shipments for the South during the week just ended have been fully up to the average for this time of the year, if not in excess of it; for it must be borne in mind, that when our barges and steamers can get out fully loaded, as they can at the present time, they take immense cargoes. The river here is about on a stand. The Illinois and upper Mississippi are falling, but the Missouri is high.

The peninsular between the Missouri and the mouth of the Big Stone is almost entirely covered by water. Speculations are rife as usual concerning the progress this week will make to the "cut off" about which we hear so much every year.

Rates to New Orleans are still the same, 25 cents for flour and 12½ cents per 100 for pound freights being the basis.

MEMORANDUM of the steamer Ironsides from Belfair to Pittsburgh, July 7—Mel Joe Stone at Belfair; My Choice at Wheeling bridge; Hornet No. 2, Tom Lyle, Fearless, Geo. Lyle at head of Wheeling Island; Eliza A. Swift, John Dippold, Iron Valley, Whale, Reindeer, Wright and Tom Rees at Fly; Tiger at head of Pike Island; Gipsey and Eagle at Tillowsville; Tiger at Warren; Hyena and Coal Valley at Short curve; Orange sunk at Brown's Island; John A. Wood and *Fred Wilson* No. 2, at Beach Bottom; Sam Barger at Rush Run; Samson No. 2 and Coal City at Wellsburg; Boaz, Panther and J. A. Blackmore at Lagrange; Little Giant and Ella at Cox's Ripple; two boats at Capt. Sweeney's Eddy; three boats, timber, at New Cumberland; one boat at head of Clusters; Retriever and two coals on shore at head of Baker's Island; two boats and Nellie Speer at Wellsville; Tom Bodsworth and Hercules at Kountz bar; Alex McIlvaine at Booth Kountz bar; Thos. Brown at D. Walker's works; Jno. Gilmore opposite Jethro; Jno. Penny at Liverpool; Rover at head of Babb's Island; Hawk and Fox at foot of Lisle Island; Lake Erie, No. 5, Jas. Gilmore and Sam Miller at head of Long Island; John Penny stuck a barge at head of Line Island; 1 barge on shore opposite Shousetown; 2 in charge of H. B., below Shousetown, laid up; 1 barge, Walton, stuck at head of Trap; 1 barge, Walton, stuck at Hays Bar; 2 fuel boats and 1 barge at head of Merriman; 1 barge of coke sunk on shore at Neville Island, above head of Merriman; Tom Rees No. 2 and up at Neville; 8 barges at foot of Brunot's Island, stuck, W. H. B. and others.

CAPT. JAMES A. STUART,
CAPT. SAMUEL DEAN, Pilots.

IMPORTS BY RAIL AND RIVER.

Pittsburgh, Ft. Wayne & Chicago Railway.

Lucy Furnace, 2 cars limestone; Jas S Finch, 5 bbls brandy; C O Rowe, 1st glass ware; E H Hart, 2 crates chromos; Flannegan, 7 bbls flour; Voigt, Manord & Co, 66 bgs wheat, 3 bbls eggs; Myers & A, 40 bbls shovels; A M Anderson, 1 car potatoes; Wm Jones, 1 bbl machine; A Austin, 198 sks bran, 5 bbls flour; E Borland, 10 bdls axes; Armstrong & Bro, 15 bbls bungs; Brady & Co, 200 bgs oats; F W Jenkins & Bro, 30 bbls flour, 8 H H Rudd, 20 pkgs mdse; Butterfield & Co, 30 bbls flour; J A Parker, 1 tce d beef, 1 bx bacon; Walker & Cooper, 5 do; Hill & Co, 1 tce bacon, 1 tce beef; Hubbard, Ex 84 do; Eicsaw, J Hartzell, 65 gr s hides; Lemon & W, 2 bales low; Edmundson & Son, 2 do twine; Bradley & Co, 10 bxs cheese; Frazier, M & Co, 6 bundles paper; S R Stewart, 2 bbls sugar; Lowry & Lowry, 2 bdls leather; Dalzell, Gorman, H & Co, 450 gr s hides; W H Hays & Son, 25 cases lard; Malone & Bro, 1 car bran; T G Jenkins, adv matter; H Voskamp, 100 bbls do; Haines & H, 3 cases yarn; W Hasage & Co, 50 bbls flour, 30 bbls do; Coleman & M, 1 car stone; D McMillan & Co, 1 do hay; McWhinney & Co, 30 bndls tobacco; Lyle, B & Co, 248 do spokes; Kenko & S, 2 bbls soda; J C Lawyer & Bro, lot toys; S P Shriver & Co, 2 bbls chemicals, 1 do d apples; Rhea & Co, 10 bbls lard, 10 sacks do; John Cuthbert, 1 car clay, 1 do fire brick; Reed & Co, 1 car tobacco; Wm Verner & Co, 1 car curb stone; J & W Earley, 1 car hay; Jas Culley, 62 pieces skins; Kent Culley, 2 bdls hardles; Jas Keetly, 2 bbls l oil; Rees Owens & Co, 15 tres and bundles; Jas Hay, 15 bbls soap; Boyd & Co, 10 bbls blacking; A Kirkpatrick & Co, 10 cases tobb; Arbuckles & Co, 1 pail do, 1 case do; Hough, Mc C & Co, 20 kegs nails; Scoble R & Co, for pumps &c.

PER ERIE MAIL.—O Gra

THE VERY LATEST.

FURY OF THE ELEMENTS.

Another Fearful Storm in the West.

Great Devastation in Indiana and Illinois —Wind, Rain and Lightning in Terrific Violence—Crops Ruined, &c.

Special Dispatch to the Commercial.

CINCINNATI, OHIO, July 8, 1873.

A fearful storm passed over the following points in Illinois and Indiana last night:

ELDORADO, ILLINOIS.

A storm here at 7:30 o'clock last night leveled fences, uprooted timber, houses were carried from their foundations, and a number of roofs torn off. The lightning was intensely vivid and struck in a number of places, completely demolishing one house. Crops of all kinds are almost irretrievably ruined.

MARTINSVILLE, INDIANA.

White river is very high from recent rains, the severest of which visited us last night. Hundreds of acres of wheat are lost, and that of it not in water is sprouting badly. The crops in general are in bad condition.

PATOKA, INDIANA.

This place was visited with a terrific storm last night. The streams are overflowing their banks and the crops are also being ruined by wind and rain.

CARMI, ILLINOIS.

Another fierce storm visited this locality last night, lasting from six P. M. till midnight, doing fearful work to crops. Large trees were uprooted and hurried across highways and fields. Quite a number of horses and other stock were killed by lightning in the immediate vicinity.

FORT BRANCH, INDIANA.

The tornado and rain of last night did great damage to trees and crops. Wheat and corn are blown down and great portions washed away.

MT. CARMEL, ILLINOIS.

The storm about seven o'clock last evening was terrible, the wind, rain and lightning doing immense damage to crops of all kinds and uprooting trees in great numbers.

NORRIS CITY, ILLINOIS.

A terrible storm prevailed here last evening, carrying roofs off of houses, and prostrating down the grain. The loss cannot be estimated as yet.

HARRISBURG, ILLINOIS.

About seven o'clock last night a storm passed over this vicinity. The International Circus had just commenced the performance to a crowded tent. When the storm struck it, burying the canvas to the ground, which took fire from the lamps. Many were injured but not seriously. The damage to the circus will reach $3,000.

OLNEY, ILLINOIS.

A severe storm, attended with high wind, passed over this vicinity last night, uprooting trees and ruining many orchards. Several houses and barns were blown down and unroofed; large trees were twisted into all conceivable shapes. The damage to crops cannot be estimated, but is very great.

ODIN, ILLINOIS.

A hurricane prevailed in our vicinity last night, doing immense damage to crops and property. A number of buildings were unroofed and blown down, others moved from their foundations, and others rendered unsafe by the high winds of the wind. It took a tin roof forty by sixty feet off and carried it bodily one hundred and sixty feet, depositing it on the track of the Illinois Central Railroad, whence it was transported by the said railroad to Centralia, odest church, a brick structure, is nearly a wreck, the steeple lying in the street, and the walls of the Church piled over the pews and pulpit. The Catholic church and other buildings at Sandoval are wrecks. The Ohio and Mississippi depot at Sandoval and Ohio and Mississippi depot house at Salem, Illinois, are totally destroyed. Shade trees, fruit and shrubbery suffered terribly. Miles of fences and thousands of acres of corn, wheat and crops of all kinds are gone. It is impossible to approximate the immense damage sustained.

By Associated Press.]

EVANSVILLE, INDIANA.

EVANSVILLE, July 8.—The most destructive storm and tornado of the season passed over this city and vicinity about eight o'clock last night. Here a number of shade trees were blown down and mutilated. The front of a house on a party hours ago and considerable damage done to Trinity Catholic church, which is being rebuilt. A tree by the Evansville and Cincinnati Railroad depot was struck by lightning. At the wharf the steamer Quickstep was blown from her mooring, but the crew succeeded in getting aboard and she was carried down the stream some distance. At Henderson the roof of the round house and of a tobacco warehouse were blown off. Freight cars were blown from the track and much timber destroyed in the surrounding country. At Warrack county great damage was done in the vicinity of Booneville to timber, orchards, crops and buildings. Along the river bank in the lower part of the city much damage was done to orchards, forests and outbuildings. All the telegraph wires are prostrated. Twelve men are reported. A train on the St. Louis and Southeastern Railroad was detained two hours and a half by trees across the track.

Additional Details of Damage by Previous Storms.

SPRINGFIELD, ILL., July 8.—To-day is the first for a week or more that the sun has shone in this section of the State. Yesterday, and for several days previous, it rained in torrents. In Southern and Central Illinois the country is almost deluged with water. Great damage has been done to hay, oats and hay, which, in the south part of the State, had just been harvested and was still in the field, while in Central Illinois harvesting had just begun. The grain in Southern Illinois is reported in shock, and in the interior it is now in the stack, and much will be lost, as it will be impossible to harvest it. Although the streams are much swollen, no bridges are reported. To-day the weather is clear, cool and delightful. The corn is not much injured by the rain. Health good.

CINCINNATI, July 8.—The following accounts of damage to the crops and property, and the estimates of loss by the recent rains, have been received here:

In Ohio, throughout Fayette county, the oats wheat and corn have been seriously damaged, many trees uprooted, and one barn demolished; loss estimated at three thousand dollars, besides the crops. In Troy, Miami county, the Big Four road lost fifteen new wagons by the building having been blown down. In Washington county the crops were considerably damaged; the estimated loss of the county is made, the reports not being sufficiently full. In Belmont county several acres of wheat and oats destroyed for a mile around Belmont, and nearly all the fences blown down, admitting stock into the grain fields. Wheat and oats also badly damaged in Morrill county, in the vicinity of Carrington. On Thursday and Friday the rain fell in torrents, and timber in all directions. Many valuable orchards were ruined. The loss in this county is estimated at fifty to one hundred thousand dollars. The bottom lands were covered with water, destroying the crops. Part of the town of Winchester, is under water, compelling some time to stop business. In the southern portion of Licking county the crops are badly damaged. The Newark, Somerset and Straitsville Railroad suffered severely. Twenty-five miles of track were washed out and the bridges destroyed. The Hocking Canal will get the grain in shock and thrashing in the field was alike prostrated, making it necessary to cut a great portion of it by hand. In the southern portion of Greene county the crop suffered; loss estimated loss is fifteen to twenty per cent. In the other portions of the county the loss is considerably higher. The weather is still showery, and unless it clears up soon the wheat crop, which is dead ripe, will be greatly injured. In Muskingum county, Zanesville, Washington, Perry, Wayne and Knox townships suffered severely. The damage to growing crops being not less than ten thousand dollars, besides a heavy loss of timber. Trains on the Muskingum Valley Railroad cannot reach Irge to-day. In the northern part of Butler county the rain did great damage to the crops. A large lot of timber was also blown down in Clark county. The damage will not be great except in the matter of loss and inconvenience in harvesting the down grain. In Union county the crops were badly damaged throughout, especially the creek, where whole fields were destroyed. In Pickaway county the crops destroyed and washed away will approximate one hundred thousand dollars. To this may be added frozen corn, within three miles of Circleville, twenty-five thousand dollars. In Athens county, at Nelsonville, the Hocking river overflowed and inundated the lower part of the town. A large number of families were compelled to leave their houses and contents and fly for their lives, so sudden and unexpected did the flood come. The damage to crops is estimated at ten thousand dollars. A great number of families living along the river in the vicinity of Athens, were compelled to leave their dwellings. The Marietta and Cincinnati Railroad track was covered with water for a mile, and the passage of trains. In Fairfield county the loss of public and private property is estimated at above half a million dollars. Many of the bridges were washed away, and everything but buildings. The Hocking Canal will not be repaired this season. Between large breaks in it within twenty-five miles. Brewer was six feet under water and the embankment and bridges on the Cincinnati and Muskingum and Cincinnati and Hocking Valley Railroads were wrecked. The Hocking Canal and river were also under stream by the numerous breaks.

In the eastern part of Indiana severe loss is also reported. In Union county the crops are damaged ten to fifteen per cent. In Ripley county the wheat suffered badly. In Decatur county wheat will yield but a one-fourth crop. In Shelby county two-thirds, and the heat is uprooting every fast. In Dearborn county the loss to the crops will be far up in the thousands. Some report from Fayette county. Corn will yield three-fourths crop.

ADDITIONAL RIVER DISPATCHES.

Cincinnati.

CINCINNATI, July 8.—River twenty-four feet and rising. R. H. Hudson from Wheeling arrived and returned. Clear and pleasant.

Louisville.

LOUISVILLE, July 8.—River seven feet three inches in the canal, and four feet three inches in the chute. Charley Bowen arrived from the Kanawha with a low of sail. Mary Belmont left for New Orleans to-morrow evening. Clear and pleasant. Business dull.

Evansville.

EVANSVILLE, IND., July 8.—There was a terrific storm last night, doing some damage with heavy rain. Clear this afternoon; mercury 98. River stationary. Port list: Up—Florence Lee, Idlewild, Geo. Roberts, Fayette and Phil. and Sheridan. Down—Tarascon, Mary Ament, Frank P. Gracy and Florence Lee, generally all with barges. The steamer Idlewild lost her chimneys in the tornado last night, and was carried into the river and down into the city dock. is repairing and will leave Cairo to-night.

Nashville.

NASHVILLE, July 8.—River falling with six feet scant on Harpeth Shoals. Departed—Arch. P. Green, Upper Cumberland. Arrivals—None. Weather clear and pleasant.

Cairo.

CAIRO, July 8.—Arrived—Jennie Howell, Cincinnati; Cresent City, St. Louis; Arkansas Belle, Evansville; City of Chester, St. Louis. Departed—Bangor, St. Louis; Jennie Howell, Memphis; Cresent City, New Orleans. River has risen twelve inches. Clear; mercury 78.

St. Louis.

ST. LOUIS, July 8.—Arrived—Bob Roy, Keokuk; Fleming and Grand Tower, Memphis; Maggie P., Peoria; Lu Shilt, Little Rock; Jno. Gilmore, Northwestern, St. Paul; City of Vicksburg, Vicksburg. Departed—Fannie Lewis, Cambridge. City of Vicksburg, Vicksburg; La Crosse, St. Paul; Maggie P., Peoria; Beaver, Illinois river; Rob Roy, Keokuk; H. H. Brown, Pittsburgh; Stanley, Tennessee river; Henry Ames, New Orleans; Fleming, Cairo; Baker, Quincy River rising slowly. Cloudy and cooler.

Memphis.

MEMPHIS, July 8.—River declining. Cloudy and pleasant. Business dull. Departed—Mary Boyd, White river.

Little Rock.

LITTLE ROCK, ARK., July 8.—Cloudy and warm River falling here, and rose ten inches at Van Buren yesterday. Three feet seven inches by gauge.

Vicksburg.

VICKSBURG, July 8.—Hart Able, Yeager and Tete. Up—Church and City of Helena. Cloudy and pleasant. River falling.

New Orleans.

NEW ORLEANS, July 8.—Departed—Bismarck, St. Louis. Clear; thermometer 95.

Chicago Live Stock Market.

CHICAGO, July 8.—Cattle—Receipts 2,469 head. Market active and prices firm for shipping grades; good to choice steers are selling at $5 50@5 90; extra, $6@6 20, outside for a lot averaging 1,480 lbs; butchers' cows and steers sold at $4@5 15; shipments 1,300 head. Hogs—Receipts 5,900 head. Market fairly active and prices firm but not quotably higher; fair to good are selling at $4 30@4 50; choice and extra, $5 05@5 40; shipments 6,000 head. Sheep—Market quiet and steady, only on local account; sales at $4 @4 50 for fair sheep.

Watertown Live Stock Market.

WATERTOWN, MASS., July 8.—Beef cattle—Receipts 1,919 head. Market dull and prices lower; cattle and prices firm; sales of choice at $10@10 25; extra $9@9 75; first quality $8@8 50; second quality $6@7 50; third quality $5@5 50. Sheep and lambs—Receipts 2,294 head. Market dull, but the light supply kept prices from declining. Lambs firm at last week's figures. Sales of wool sheep in lots at $5@; extra $6 50@7 00; spring lambs $9@11.

Chicago Lumber Market.

CHICAGO, July 8.—Lumber market to-day active and prices firm; joists and scantling $9 50; strips and boards $9 00@16 00; shingles $3 00; lath $2 00.

FROM THE FAR NORTHWEST.

Over the Northern Pacific from Duluth to Moorhead—Character of the Country—Brainerd—Fargo—Red River Valley—A Frontier Military Post—The Northern Boundary Survey Expedition—Dog Sledges, &c., &c.

Special Correspondence of the Pittsburgh Commercial.

PEMBINA, D. T., June 9, 1873.

Of the portion of the Northern Pacific Railroad between Duluth and Moorhead, on the Red River of the North, I will only at present say that for more than half of the distance the road traverses a country covered with pine, tamarack and some oak, amidst which are numerous small and large lakes, so common in this region. Here saw mills are also at work turning out the various kinds of building lumber. But within seventy or eighty miles of the Red river the country becomes bare of trees, except in small groves. Many flourishing settlements are already established along this portion of the road, and almost fabulous reports were given us of the immense yields of wheat obtained from certain districts. One thing is certain—that, however far north it may be, however long and severe the winters may be, excellent crops of wheat and other cereals are raised here, as also the most abundant yields of vegetables. I will speak more fully of this portion of the Northern Pacific Road after my return.

One thing I was especially struck with was the permanent and most excellent character of all work or improvements on this road. The road bed itself and track were in the very best condition, as also the rolling stock. All the stations are unusually good and neat, and the hotels built by the company at Brainerd and Fargo are models in their way. Brainerd—on the Mississippi where, as the eloquent member of the company says, "the Mississippi Waters" is still in his infancy—a place of about three thousand inhabitants, the headquarters of the road, and with the machine shops of the company are located, is already a pleasant looking town. The streets cross each other at right angles, are cut through the dense pine wood, and you see but little except the square of tall pine with the avenues running between them.

At Fargo there is an excellent hotel, built by the railroad company. It is one hundred and forty feet in length, with a double portico the whole length, the second range affording a pleasant place to promenade and pass the summer evenings. There are sixty-five rooms, and the work has all been done in an excellent manner. The table is very well kept. The tower on the hotel building looks out over the wide level prairie land and the Red river valley, which appears as level as the sea, save where the trees that skirt the river mar its smoothness.

The fact of country drained by this stream and its tributaries is very extensive, being three hundred miles in length and about one-half of that in width, the portion lying along the Red river, for a distance on each side of some thirty or more miles, is almost perfectly level, and entirely destitute of timber, except along the water courses. The quality of the soil is unquestionably excellent. I have never seen such fine looking potatoes as those raised here, and this is said to be a fair sample of the growth and perfection of the other root crops in this region. But beyond this, the soil seems especially adapted to the raising of wheat, and in all probability this Red River country will become one of the most productive wheat growing regions in the Union.

The course of the river is very crooked, its length being almost three times that of a direct line from its source to its mouth. The channel is quite narrow; so narrow that it is necessary to dig away the bank on one side at Fargo, in order to have room to turn the boats. And once, the steamer on board of which our party came to Pembina, in attempting to round a quick bend ran the prow into the bank on the other side. The stern, caught by the current, was thrown firmly into the bank on the opposite side, and the hawsers and rigured several hours for repairs; and before that was begun it required about two hours of hard work to get the vessel out of her awkward position. Red river is really more like a canal than a river. The body of water is large, at a moderate speed over sand bars, so that the boats can make a landing at almost any point on the shore they wish.

Pembina is a little place of about a dozen log houses, with almost assolutely no evidences of enterprise, although it is the county seat, and the point for holding the United States Court of the Third district. The Custom House is also at Pembina, and this compels the boats to stop here on their way up and down the river. A mile and a half above, situated on the river bank, is the military post of the United States, Captain Wheaton commandant. Captain Banister is the next in command, and a more courteous and agreeable officer and gentleman is seldom met. The accommodations for both officers and men are quite good. The buildings are tasteful and substantial—painted white. The Northern Boundary Survey Expedition—the American portion—are encamped here, ready to begin the summer's work on the north of this county. The marshal of the corps, at least so far as practical ability is concerned, is said to be very good, and the outfit of the expedition is also said to have been arranged with wise foresight and good common sense. This latter point is indicated especially by the members of the British portion of the expedition, who say that the American party are the most excellent manager for the work before them than themselves. The British division of the Boundary Survey has its headquarters on the west side of the river, three miles below Pembina, where they erected comfortable buildings during the past summer. They are also quite busy at present season, when the lakes and streams were covered with ice, in locating the portion of the boundary between the Red River and the Lake of the Woods, on the line located they removed the trees for a width of thirty feet. The duty, of course, not precisely in his profession, is chief astronomer. To draw their sledges over the snow and ice they principally use dogs, one dog drawing, in addition to the sled, a weight of one hundred and fifty to two hundred pounds on a beaten track. I saw quite a number of these dogs at the British post. They were of good medium size, and could be made to draw by them are composed simply of a broad board turned up at one end, with straight shafts attached. The officers and their families at these two posts—the American and the British—are very pleasantly situated, and visit each other about every day, taking it in turn.

The British Custom House is two miles and a half below Pembina, and the late correspondence show that it is on the American side of the boundary line. But the building used as the custom house is of small money value, and is, I believe, leased by the government.

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The Magnates of Hungary.

[Vienna Correspondence of the New York Times.]

The next most remarkable-looking people (at the opening of the Exposition) were certainly the magnates of Hungary. The Magyar noble may dress as he pleases—and he does please to dress all of them was any family tradition to regulate their costume—and they lay all climes, eras, and countries under contribution to their fancy or caprice. The result is generally a splendid if somewhat velvet and jewel crusted with costly furs, braided and decked with precious stones, hanging from one shoulder, over a tunic of velvet, satin, or embroidered stuff, with diamond, emerald, or ruby studs, a pair of gold or silver laced pantaloons to match or set off the whole of the color of the pelisse, Hessian boots with embroidered tops—the whole surmounted by the most coquettish cap of furs and feathers, generally ornamented with an aigrette of diamonds. The cloak is a splendid infinitely in cut and color; some wear scimitars and others sabers, but the universal appendage is a short stick about them, and put one in mind of the "portrait of a rabbi by Rembrandt," which has been so long attributed to Rembrandt, a modern appellation Andrassy came among them they paled like so many candles in sunshine. He was a figure—almost equal to old Prince Esterhazy at the coronation of Moscow, when he let fall pearls at every step, not from his mouth, but from his stockings. The Hungarian Minister wore the very brightest orange-red pantaloons and small clothes that I ever saw seen, and that was not much, so richly were they covered with gold; and his pelisse was of sky blue, gems, and a white tunic trimmed with silver fox and the whole was fastened with jewels, of which a miniature flickered on his breast.

Cooling Action of the Common Fireplace.

One pound of coal may be assumed to require, for its perfect combustion, 150 pounds of atmospheric air; 8 lbs. would require 1,200 cubic feet; but, at a very low computation of the velocity of the gases in an ordinary chimney-flue, the air which would pass up the chimney at a rate of from 4 to 6 feet per second, or from 14,000 to 20,000 cubic feet per hour with the chimneys in ordinary use, and I have often found a velocity amounting to 12 feet per second giving an outflow of air of from 35,000 to 40,000 cubic feet per hour, and the air comes into the room cold, and when it is beginning to be warmed it is drawn away up the chimney, and its place filled by fresh cold air. A room 20 feet square and 12 feet high contains 4,800 cubic feet of space. In such a room, with a good fire, the air would be renewed four or five times an hour with a moderate draught in the chimney, and six or eight times with a blazing fire. The air so removed would be replaced by cold air. The atmosphere of the room is thus being cooled down rapidly the cooling process. I could go on to supply the place of the warmer air drawn up the chimney. The very means adopted to heat the room produces the draught, which causes the coldness by radiation, or rather the brighter the flame in open fireplace, the stronger are the draughts of the fire and the abstraction of heat. The only way to prevent draughts is to supply the place of the warm fire-warmed air to supply the place of that removed.—*Captain Galton, in Popular Science Monthly.*

WILDWOOD AVENUE.

Argument on the Motion for a Preliminary Injunction.

Yesterday, in the Court of Common Pleas, before Judges Sterrett and Stowe, the arguments were heard on the motion for a preliminary injunction to restrain the Commissioners for the improvement of Wildwood avenue from proceeding with the work, upon the ground that the act is unconstitutional. The material facts in the case were stated a few days ago, when the bill of the complainants was filed. The plaintiffs were represented by Messrs. McCormick and Taylor, and the defendants by Messrs. R. B. Carnahan and Stinger. The first was contended by the plaintiffs' counsel, that the Legislature cannot authorize the improvement of public highways, in rural districts, by assessing the benefits upon property supposed to be benefited, because it is impossible to find a basis of assessment, as in the thickly populated parts of a city, where the system prevails of making a lot owner pave in front of his own property. And further, that in this case the act was gotten up mainly for the purpose of benefiting a number of persons who had made a large purchase of real estate on the line of the avenue. The counsel for the defendants contended that the burthen of proof rested on the other side, to show wherein the act was unconstitutional.

The complainants rely mainly on the decision of the Supreme Court in the Washington avenue case; but the defendants claim that the principle which ruled that case does not arise in this.

The Court took charge of the papers, and will announce their decision at a future day.

The Other Side.

We have already reported the charge of felonious assault and battery, preferred before Alderman Strain by Michael Hanlen, against Margaret O'Day for throwing him out of a third-story window. Yesterday a partial hearing was had, when Margaret was again committed; but a new phase was put upon the case. She entered suit against Hanlen for assault and battery with intent to commit a rape. She shows marks of violence upon her breast, and charges that the above named lodger was the reason of her assaulting Hanlen. The accused was also committed for a hearing.

Capias Cases

Messrs. Charles Seibert and John Campbell yesterday entered suit in the District Court, for damages, against John G. Lang for having charged them, before Alderman McMasters, with having conspired together to indict him for conspiracy, and to cheat and defraud him out of his goods. A capias was issued in each case.

CITY MATTERS.

PATRONS of the COMMERCIAL leaving the city for the summer months, can have the paper mailed regularly to them by leaving word at the counting room.

Professional Thieves.

Chief of Police Clark, of Allegheny, arrested Jas. Whiting and William Seville at the circus Monday afternoon, on the suspicion that they were professional thieves. Last evening Mayor Callow seemed to regard the suspicion as founded on fact, and he accordingly sent the two men to the workhouse for ninety days. Keep the procession moving that way, Mr. Mayor.

The M. and M. Insurance Company.

The stockholders of this institution have reason to congratulate themselves, and to thank those to whom the management of their affairs have been committed, for the gratifying result of the past six months, as exhibited in the "dividend notice" elsewhere published. They need no better evidence of prudent and successful management; and those who wish to take risks in a first-class company, need have no hesitation in dealing with the M. and M. Mr. James M. Kenney, Secretary, will take pleasure in giving all useful information, at the office, No. 87 Wood street.

Not Guilty.

Our readers will remember the statement given in the columns of the COMMERCIAL on Monday, of the arrest at Thiusville of three employees of Barnum's show, on a charge of committing a gross outrage on a young girl at Conry. The parties accused were taken to Corry, where they had a hearing before Justice Brooks, who discharged them, there being no evidence that they had committed the outrage. The Justice not only fully exonerated them from all guilt, but gave them a letter to Mr. Barnum, stating the fact, and requesting him to reinstate them in their former positions. This has been done. The whole matter seems to have been trumped up for the purpose of extorting money from innocent men.

Our Public Schools.

The *Gazette* continues in its manner of ignorance of the workings of the common schools, and is floundering in a fearful manner in attempting to find a mare's nest. Yesterday it asserts unjustifiably that the examination in history was made with text books not used in the schools, and it condemns the authorities for frequent changes in the chairs of the institution. Now all the changes that have been made were unavoidable, being either by death or resignation because the professors obtained higher salaries elsewhere. This morning we will have it berating the Central Board for increasing the salary of the Professor of Commercial science, when the increase is made by reason of more tempting offers elsewhere.

Crime in Plum Township.

On Saturday evening a most diabolical crime was perpetrated in Plum township. We give only the outlines of the shameful narrative. The victim is a woman whose husband left her alone in the house for a short time while he was away on business.

A cruel fiend, with some slight outward resemblance to a human being, entered the house, and the woman alone, knocked her down and outraged her. She being in a most delicate situation was unable either to run or defend herself. The perpetrator escaped in the evening she gave premature birth to a child, and has since remained in a critical state. The officers, on Monday, arrested the perpetrator of the hellish crime, but he escaped from them and was still at large yesterday. Let there be no nonsense or boy's play about this case.

Who is to Blame?

On Monday Mayor Callow sentenced "Bob" Sands, a vagrant, to the workhouse for thirty days. Yesterday an officer took Bob up to Claremont, but the official in charge there refused to receive him, alleging that he was insane. Bob was accordingly sent the two men to the workhouse and proved to be insane. The officer left the prisoner and commitment and returned to Allegheny City. Bob, left to himself, started to walk home on the track of the West Penn Railroad, and this compelled the boats to stop here on their way up and down the river. A mile and a half above, situated on the river bank, is the military post of the United States, Captain Wheaton commandant. Captain Banister is the next in command, and a more courteous and agreeable officer and gentleman is seldom met. The accommodations for both officers and men are quite good. The buildings are tasteful and substantial—painted white. The Northern Boundary Survey Expedition—the American portion—are encamped here, ready to begin the summer's work on the north of this county. The marshal of the corps, at least so far as practical ability is concerned, is said to be very good, and the outfit of the expedition is also said to have been arranged with wise foresight and good common sense. This latter point is indicated especially by the members of the British portion of the expedition, who say that the American party are the most excellent manager for the work before them than themselves. The British division of the Boundary Survey has its headquarters on the west side of the river, three miles below Pembina, where they erected comfortable buildings during the past summer. They are also quite busy at present season, when the lakes and streams were covered with ice, in locating the portion of the boundary between the Red River and the Lake of the Woods, on the line located they removed the trees for a width of thirty feet. The duty, of course, not precisely in his profession, is chief astronomer. To draw their sledges over the snow and ice they principally use dogs, one dog drawing, in addition to the sled, a weight of one hundred and fifty to two hundred pounds on a beaten track. I saw quite a number of these dogs at the British post. They were of good medium size, and could be made to draw by them are composed simply of a broad board turned up at one end, with straight shafts attached. The officers and their families at these two posts—the American and the British—are very pleasantly situated, and visit each other about every day, taking it in turn.

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EDUCATIONAL.

Meeting of the Central Board—Interesting Report from the Superintendent—High School Examinations—Admissions to the High School—Finances The Grade Question—Reconsideration of Colored Question Refused.

A regular meeting of the Central Board of Education was held yesterday afternoon. Members present—Messrs. Ahl, Arthurs, Anghenbaugh, Barker, Caldwell, Case, Craig, Fleming, Graham, Harper, Hemup, Jope, Kehew, Lewis, Mason, McEwen, Pitcairn, Prasch, Rankin, Schultz, Sims, Sterrett, Strain, Turbey, Wilkinson, Wilson.

The minutes of the previous meeting were read and approved.

Mr. Kehew, Secretary, reported that since last meeting warrants had been drawn for the payment of teachers to the amount of $2,164 00, and for bills $366 20.

The report was accepted.

SUPERINTENDENT'S REPORT.

The report of Superintendent Lucky was read and accepted, as follows:

The number of teachers employed for the month of June was as follows: Primary Department, females, 18; Medium Department, females, 74; Grammar Department, including Principals, males, 38; females, 57; High School, males, 12; females, 4; Mute School, male and one female; Normal Department, 6 males; Drawing Department (High School), 2 females. Total males, 57; females, 258

ENROLLMENT AND ATTENDANCE OF PUPILS.

	ENROLLMENT.			AVERAGE.		
	Males.	Females.	Total.	Males.	Females.	Total.
Primary Department	4,196	4,443	8,199	3,026	3,224	6,651
Medium Department	3,737	3,907	7,644	2,784	2,911	5,695
Grammar Department	824	1,071	1,895	747	888	1,635
High School	100	111	211	91	125	216
Total	8,857	9,532	18,389	6,648	7,148	14,197

Highest per cent. of attendance attained in any room 100
Number of pupils out of absent during the month 3,942
Number of teachers absent during the month 1,036
Number of parents visits 1,063
Number of pupils in the Institution of study 18,389

During the last few months the Principals of the District Schools, in connection with the Principal of the High School and myself, have held frequent meetings, at which we have discussed the question: "How should the High and District Schools be graded so as to have the various subjects taught, presented to the mind of the pupil in a logical natural order?" In accordance with the views of the majority of these meetings, which I also fully endorsed, I prepared a course of study, which we believed would meet this end, and which was submitted to your Committee on Course of Instruction for their consideration.

In preparing this grade, the branches of study previously adopted by the Board of Education were considered, with the exception of Algebra, which the Principals thought was rather a forward position for the list of studies in the District Schools. With the exception of this recommendation the grade was approved by your Committee. It is my recommendation that an additional year be added to the course in the District Schools, and that the elements of Natual Philosophy and Physiology be added to the course of study.

I am inclined to the belief that the recommendation of the committee is a good one, with the exception of the latter part of it. Many pupils commence of algebra as one of the branches to be taught in the District Schools.

In fixing the course of study we must not forget that too many studies at one time, and too many text books, at the commencement of the course, is an excellent thing, and I hope that if these additions are made to the course in the High School, that they will be made by the same.

With reference to Algebra, I suppose that not more than one in four of pupils who study the first grammar schools make any practical use of their knowledge of Algebra, which of their valuable time is spent in its study, to the exclusion of other important matters. It is no uncommon thing for applicants for admission to the High School to fail on a high per cent. in Algebra, and yet be unacquainted with the fundamental principles for the simplest fractions. Would it not be better to discontinue this study and give some attention to the study of Geometry, Trigonometry, Surveying, &c., which are in the past, been almost entirely neglected in our schools.

EXAMINATION STUDIES.

Many teachers and principals give nearly their whole time to imparting instruction in those branches in their grades that are going to be examined for admission to the High School, greatly to the neglect of other equally important subjects; and all resolutions of your Board requiring certain subjects and exercises to be studied and practiced in the schools will be only nominally adhered to, so long as no public examinations are required, and no credit given.

In view of these facts, I would respectfully suggest that hereafter pupils be required, before being admitted to the High School, to pass a thorough examination in reading, writing, etymology, composition, limits and geography, and mental arithmetic; and it is desirable, that the examination upon these subjects be held at the time the pupil makes application for admission to the High School, and not at the time or times in the District School course as may be deemed convenient.

In these recommendations I have the indorsement of the Principals of our schools.

Respectfully submitted,

GEORGE J. LUCKY.

At the last session of the Pennsylvania Legislature, an act was passed providing for the erection and establishment of an institution for the education and the youth of this State.

Allegheny City, combining as it does, commercial wealth in the various branches of science, learning and practical mechanics, as they are connected with each other, and to be known by the name, style and title of the Pennsylvania High School of Pennsylvania.

The Board of Trustees appointed by this act have advertised for proposals for a suitable 14 acre which to erect the buildings necessary to carry out the objects proposed in the act.

In view of the fact that our city is the great center of the manufacturing districts of the State, wealth, and in other respects well suited for the interests of the institution, it is the duty of our citizens to honorable body to extend to the trustees the privilege of erecting upon the High School lot on Bedford avenue, the buildings as is necessary for the purposes named in the act.

Respectfully submitted.

GEORGE J. LUCKEY.

HIGH SCHOOL PRINCIPAL'S REPORT.

The report of the Principal of the High School was read by the Secretary and accepted.

Mr. Jillson gives the enrolled and average attend ance for the month of June. He also submits the questions prepared for the examinations, as also the names of High School graduates to whom diplomas and names have already been published. He reports marked progress in the pupils the past year, and a great advance in the general arrangement of the school. Better arrangements are contemplated for several of the departments and again urges visits to the institution by parents and school officers, and all the evening papers together, but if the boys on the trains are only allowed to charge five cents for the 10 pamphlets to the copy, they will be able to furnish them with pocket money under the guise of going to the country. Is this ?

PITTSBURGH, July 8, 1873.

—Our correspondent is eminently correct in his supposition. Last night there were thousands of boys, and to-day there are hundreds of them, who are in five cents whether sold over our own counter, at hotels, on the streets or in railroad cars. No person is authorized to take more for it, and if those who are victimized in the way above described will kindly take the trouble to call at the office, we will be pleased to see them. We shall be able to put a check on the extortion in a very short time.—ED. COMMERCIAL

CITY MATTERS IN BRIEF.

THE separate colored school will continue another year.

PROFESSOR LUCKEY wants the Mechanics' School added.

SURVEYOR GENERAL ROBERT B. BEATH was in the city yesterday.

THE school grade question worried the Central Board yesterday.

THE Consolidated Gas Company has laid a fourinch main on Seventeenth street.

FRANK GRAYSON was last evening declared incorrigible and sent to the Refuge by Mayor Callow.

HARRISON oil has reached a low figure in this market, five hundred barrels having been sold yesterday at 18¾ cents per gallon.

THE Butler Street Paving Commission have requested the gas companies to lay any pipes they may require before the pavement is laid.

JOHN MILLER, of Allegheny, was fined by Mayor Claremont this morning. Mr. Miller purposes to be absent till the expiration of his fine, if he can help it.

THE Central Board, yesterday, increased the salary of the Professor of Commercial Science in the High School from $1,750 to $2,200.

THE offices of the Local Inspectors of Hulls and Steamboats in the Custom House building, have been handsomely improved and decorated.

HASTING BROS., contractors, are engaged in grading, laying curbing and flagging on Penn avenue, and he is also engaged in laying water pipes.

HEAVY rains are reported yesterday morning at Morgantown, Monongahela county, and it is probable that the river will be swelling again by midnight.

THE Executive Committee of the Soldiers' State Union, will meet in this city to-day to make arrangements for the Pottsville State convention.

"THE Lord has given me a most charming wife," said says "our brethren of the Pittsburgh pulpit." It is well enough to assume a virtue if you have it not.

JOHN MANSFIELD once more. They concluded to move him from Dixmont to the Poor Farm and he escaped on the cars. We hope he will not attempt it again.

ALDERMAN D. L. SMITH, of Allegheny, has committed for trial a man named Lemon, on a charge of sending a pitcher of beer and croton oil to a sick lady.

DAVID MELVILLE, John Mercer, and Hugh and John Carhyan have each been held to bail by Justice Hyndman, on charges of assault and battery, for a hearing.

MR. ALEXANDER LEGGATE, of Allegheny, has gone on an extensive European tour. He will first visit England, will embrace Niagara, Canada, Cincinnati, Chicago, St. Louis and other points.

HEALTH OFFICER GRAY has instituted suits against Herman Ross and Andrew Kalthaler, butchers doing business in the Seventh ward, charging them with keeping their slaughter house premises in good order.

OFFICER HOFFSTETTER of the South Side is charged with fraudulent assault and battery on one Mrs. Mc-Kee. It is alleged that on the 4th inst. the officer drove through a procession of Sunday School children, and that, on being remonstrated with by Mr. McKee, he struck him with his club.

MARY LALLY and Annie Fahs, arrested for larceny of clothing on the hill, were yesterday disposed of by Mayor Wilson. The owners failed to prosecute after the recovery of the goods, owing to the youth of the culprits.

ALDERMAN D. L. SMITH, of Allegheny, has issued